THE SPHERE

Vol. CLXI No. 2109 WITH WHICH IS INCORPORATED THE GRAPHIC JUNE 22 1940

EVERY PHASE OF THE WAR ACCURATELY PICTURED AND DESCRIBED

France's Favourite Liqueur

Chartreuse

GREEN OR YELLOW

PALACE COURT HOTEL

BOURNEMOUTH

—where a week-end is a holiday

- Facing South and the Sea.
- A private bathroom *en suite* with your bedroom. No extra charge.
- Dancing at week-ends. Bridge every day.
- Several Theatres and Cinemas within 30 secs.
- Complete A.R.P. arrangements. 2 Night Porters.

'Phone (in every room) Bournemouth 7100. Write Receptionist for Folder "S"

Don't say "Kummel" - say

BOLSKUMMEL

THE ORIGINAL DUTCH DOUBLE DISTILLED VERY DRY

"Pommie"

THE PERFECT PICK-ME-UP

BABY SIZE 6d.

MADE BY GAYMER'S OF ATTLEBOROUGH

TENNENT'S BRITISH LAGER

TRADE MARK

THE LARGEST EXPORTERS OF BRITISH BOTTLED BEERS

J. & R. TENNENT, LTD., WELLPARK BREWERY, GLASGOW

ESTD. 1745

THE "ARETHUSA" IS STILL HELPING POOR BOYS TO BECOME GOOD SAILORS

Many "Arethusa" boys are now officers in the Royal and Merchant Navies

IMMEDIATE FINANCIAL HELP VITALLY NEEDED

THE SHAFTESBURY HOMES & "ARETHUSA" TRAINING SHIP

(FOUNDED 1843)

164, SHAFTESBURY AVENUE, LONDON, W.C.2

President: H.R.H. THE DUKE OF KENT K.G.

The Friend that never fails

Friend of the penniless, the young, the old, the sick, the friendless, the fatherless . . . The friend quietly waiting everywhere to help and cheer the unfortunate . . . The Salvation Army. Please remember the work it is doing — and help!

Gifts and Enquiries welcomed by
GENERAL GEORGE L. CARPENTER,
101, QUEEN VICTORIA STREET, LONDON, E.C.4

THE SALVATION ARMY

Grant's Scotch Whisky

"FAMOUS FOR HALF A CENTURY"

MOTOR UNION INSURANCE CO. LTD.

All classes of insurance transacted

10, ST. JAMES'S STREET, LONDON, S.W.1

● Cleansing, refreshing and fragrant, Wright's Coal Tar Soap keeps skin smooth and white: protected from blemishes and infection. ALWAYS USE

WRIGHT'S

THE SAFE SOAP *Coal Tar Soap* AVOID IMITATIONS

"EXPEDITION INTO ENEMY TERRITORY..."

is a laconic phrase (so frequently used nowadays) that might truthfully describe some venture into unpredictable weather conditions. In a great measure, unforeseen climatic changes are as so much a part of the enemy.

BURBERRY

With Burberry R.A.F. Service equipment, the gambles of an incursion into the clouds is without its problems of bodily comfort and protection. No weather tricks find it wanting in security, durability, dependability...

BURBERRY

The R.A.F. Burberry, in particular, outrivals any swift barometer change. Warm without weight, proof without heat, self-ventilating, healthful, it is the prime defender in all seasons, in all altitudes, against all opposition...

BURBERRY

'Grams: BURBERRY, LESQUARE, LONDON. 'Phone: WHI 3343

Burberry Services Booklet No. 51 will be sent free on request.

BURBERRYS LTD. HAYMARKET LONDON, S.W.1 and at Basingstoke

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly
London, June 22, 1940

BRITONS PREPARE TO DEFEND BRITAIN

Maidenhead's Defence Army, Armed with Service Rifles, Marching out to Train

The fact that the French Government have ceased the struggle against overwhelming odds on land has not deterred the "Little Armies" of Britain from continuing to train in readiness to defend this country of ours against invasion. At Maidenhead, Colonel W. M. Tickler (of the famous jam-making family whose products were known on every battlefield in the last war) has organised a local army. The men are trained by military instructors: each day they are given an hour off from their work to undergo training for the town's defence. Many of them are forsaking the biggest part of their lunch-time, too, so that they can put in as much time as possible. This picture shows some of the 250 resolute men—many still wearing aprons, overalls, etc.—equipped with service rifles marching out to their new defence duties

Postage—Inland, 1½d.; Canada and Newfoundland, 1½d.; Elsewhere Abroad, 2d.

A WAR NEWSLETTER — No. XLII

32–34, ST. BRIDE STREET, E.C.4

THE BATTLE FOR FREEDOM.—It is right for us to squeeze what grim satisfaction we may from as grim a situation as ever we found ourselves in. We can and shall fight on so long as we keep our faith in the resolution of our own nation and in all those who retain the "last-ditch" spirit among our Allies. Declarations do not strengthen that resolution. It needs no words from Ministers to screw up our people to the sticking point. How often have we said so! And wordy declarations have not hitherto done much to persuade neutrals where their duty lies.

COMPLACENCY.—I should have thought that in the past weeks and months that word would have been expunged from our dictionaries. We are as sure as ever of ultimate victory, and every reverse, every new danger which threatens, confirms our resolution and faith in the ultimate defeat of the powers of evil. We have faith that the tide will turn in our favour. It may seem to us that hitherto the stars in their courses have fought against us. The weather has constantly favoured the enemy (save for two days during the miracle of Dunkirk). That fact has tried our faith, not dispelled it. We have had most grievous reverses. The loss of invaluable equipment for a great army, the capture in Normandy of half a division, a great battering of our fleet in home waters, inevitably. We have lost some of the flower of our youth, we have parted with territory won or held at the heaviest cost, we have made mistakes of great magnitude and paid for these mistakes, and so have the French. Our spirit remains, everywhere strong and strengthening, everywhere undefeatable. But complacent we are not. We are in the calmness of men with their backs to the wall in a just cause. We rely not on hope but on endurance and unfailing action. That there remains a minority which still has a foot in the old world of "business as usual" and "England always muddles through," is sadly true. Some of that minority may be found in the House of Commons, some of it at week-ends still treks to the surviving joys of the seaside, or would, if it be not turned back. There will still be a percentage of such ostriches even if the Germans gain a foothold on our coast. God send that that mentality has at last been banished from the men who control the service departments responsible for training and equipping our armed forces at home and overseas. For the sands are running out, and the nation is willing to endure, and to obey, if leadership be available. We, the men in the street and the fields, do not need to be educated to an understanding of the deadly perils which beset us or of the efficiency of our enemies. We tumbled to those truths before our Government did so, as a whole.

SOS CALL FOR SUNDAY WORK: Some of the 3,000 Bolton mill workers who, in answer to Lord Beaverbrook's urgent call, flocked back to work last Sunday. Many operatives learned for the first time that their mill was to open when an announcement was flashed on the screen of a local cinema. Local dance halls also distributed the call

"ET TU, BRUTE?"—Italy has declared war upon the Allies. Her announced *casus belli* was our *wealth*; her leader's unspoken motive was his itch to earn his pickings if Hitler should win; his minions in explanation added another—Hitler's orders, which the Duce could not disobey. Our Minister of Information is a lively and often telling speaker. He was not at his best when he announced Italy's intervention. It was a mistake (which a bigger man would not have made) to drag in Caporetto. So Mr. Duff Cooper's arguments had all the inconsistency of a very, very angry schoolboy. It is no use being angry with assassins and madmen and burglars, and it is mildly comic to trounce Italy for stabbing her old friends in the back when they were fighting for existence, and in the same breath to declare that as a fighting ally Italians are an asset when on the other side. Anyway, Italy has crossed the Rubicon and will make herself as nasty as she can. A talented, clever, cultured race has cut its throat by enslaving itself to a swollen-headed dictator who can "play 'Ercles rarely." A cradle of culture and art is now open to the ravages of war. And now let us intern our Italian aliens with their beloved friends, the Germans, in the same camps. They should enjoy each other's society. For myself, I am glad that the die is cast. Italy, chattering on her hurdy-gurdy, has been too long a disgusting spectacle. Now they must face the Australians and the British Navy and Air Force, which they do not relish. *Et tu, Brute?* Roman Caesar has been stabbed to death by Caesar's right-hand man.

THE KING OF ITALY.—What should the King of Italy have done? It may be he followed what he honestly believed to be his duty. We know how ardently he wanted to keep Italy from war. His views concurred with the Pope's. He might have abdicated rather than give his name as King-Emperor to Mussolini's war decrees and suicide policy. If he had done so, the chance of his line and dynasty continuing on the Throne of Italy would have been greater than to-day they are, in the long run. If Germany should win (which she cannot) and Mussolini get his crumbs, what stability remains for the House of Savoy? But if Germany is beat (as she will be), and if the King had abdicated in protest, with what triumph would the King have returned to rule over his people, when the Dictators were extinguished, with the acclamation of the Italian nation for a selfless patriot and a wise and far-sighted sovereign! But men cling to power (even nominal power, which is no more real than the duty of signing on the dotted line). Poor little King-Emperor. I pity him.

USING THE ITALIANS.—It is still unproved that large units of the Italian Army were on the move to Germany a fortnight before Mussolini declared war on the Allies. That they were to be used to man the Siegfried Line and otherwise to relieve German divisions for the battle round Paris is not improbable. That the Germans have always despised the Italians as fighters may make the Italians' functions less pleasant; the latter have no course but to obey orders, for they are as completely in the thralls of the Nazi tyranny as are the Austrians. Necessity makes strange bedfellows and comrades in arms, and Italian machines are well constructed and Italian youths make better cannon fodder than none. France may go but the war will go on and the day will come when Italy will need every man and machine she can muster for her own defence. Meanwhile, as we note the progress of the powers of evil, we must comfort ourselves with two thoughts: the inflexible determination of Britain never to yield and the ever-increasing demands made on Germany's resources of food and munitions of war.

FRIENDLY ALIENS.—When British Governments are converted to the danger of aliens in their midst, they become fanatics. The dreadful possibility is now to be faced that friendly aliens are to be excluded from certain danger-area counties—and if so, no doubt they will be ordered to pack at a few hours' notice. The appalling complications which such a general order would produce need no stressing. There are American units working ambulances and other vital war services all over the danger counties. There are vouched-for friendly aliens who have for long been running the church and social service organisations in scores of English villages. Hundreds of them are trained in first-aid duties, are on the staff of first-aid points as volunteers, hundreds more are looking after the children of men and women completely absorbed in war work. Unless the most generous concessions are made to such an order—which broadly given is an absurdity—the spirit of war service will be diluted, dashed and killed half over England. When an alien of a friendly country is vouched for by a responsible householder with whom he or she lives, the concession should be made. Otherwise chaos will result. A comprehensive and rigid order on such lines will be a crime and a disaster. Let us lock up British Quislings first.

"RIFLEMEN, FORM."—I am daily reminded of certain remote pages of English history in my present preoccupation with defence. Firstly, with the bowmen and yeomen of England in the Elizabethan era of Spanish peril, when on every village green the targets were set up and the countryfolk vied with each other in bowmanship and produced throughout the country a very high standard of marksmanship. *The Black Arrow* and *The White Company* tell us of earlier days when that habit of universal marksmanship was being inculcated. Then, centuries later, there came the menace of Napoleon, and "rifle clubs" were set up all over the land and the use of the weapon of the day taught to thousands of volunteers on commons and ranges. In the South African War the same urge to skill in arms was apparent. In the late war, 1914–18, when the nation was conscripted, the business was done under military supervision. To-day a new force of volunteers has sprung up in a night all over Britain. It is my job to attend at ranges and musketry centres, and it does my heart good to note the enthusiasm of the yeomen of England of to-day. They are working in great heat very long hours on farms, in gardens, and as carpenters and builders or transport drivers. But most of them find the time to attend their evening musketry drills and are keenly engaged at the emergency ranges set up all over the countryside. Competitions are already the order of the evening and the marksmanship is constantly improving. The men are ready to be taught. Already they have realised the vital lesson of safety first. There is no more to be seen of the first and rankest fault, the loading of a rifle from a horizontal position. Rifles come smartly up, pointed to the sky, and remain pointed to the sky, during the manual exercises. We are trying to make a nation of marksmen out of the men in reserved occupations or too old for foreign service who will help to resist the invasion of Britain. If we are cutting parade drill, we are not cutting the essentials of the rifleman's technique. We are turning out commandos on the Boer pattern and doing it quickly. But there is no cause for complacency. The enemy is implacable and superbly armed with every death-dealing device. Invasion of these shores is by no means a long-priced possibility. If they are to succeed in their role, the defenders of Britain must have concentrated training in modern weapons and must have more and more of those weapons. What can be done in the next three or four weeks may be vital.

ECONOMIC WEAPONS.—Mr. Dalton's first review of his department's work was singularly encouraging, if his delivery was unattractive. He did not appear to wish to hearten us or to give propaganda warnings to neutrals. So far as one could judge, he tried to strike a balance with the figures and facts at his disposal. How he collects those facts and figures we do not know, and we cannot judge, therefore, of the authority they possess. He left the impression that despite all that Germany may have acquired in the countries she has overrun with fire and sword, she is utterly incapable of sustaining total war in 1941. Her oil situation is already precarious. The air forces of Britain and France by successful bombing added to the appalling wastage of the war effort. Mr. Dalton left the impression that by the autumn, if major warfare continues so long, Hitler will be unable to keep his mechanised war machine in full work on land, at sea, and in the air unless totally new sources of supply are tapped. Italy's intervention is likely very soon to cut off existing sources. Meanwhile, his policy of adding nation after nation to his serfdom is a policy of self-starvation. He may feed his hundred million of slaves in thrall during this summer. By autumn the total pool of foodstuffs will be inadequate for the Reich and the enslaved nations. Already the means of keeping his potential food supplies in being (dairy produce, hogs, store cattle) have been taken from him. Mr. Dalton's survey clearly envisaged his belief that if we can hold Germany until the end of September the balance of advantage will swing over so violently in our favour that the Nazis will be jolted out of the scales.

SIR C. HEADLAM.—Sir Cuthbert Headlam is back in Parliament. He beat the official Conservative candidate in the Newcastle North by-election by the handsome majority of 4,000 votes. He comes in as a Conservative and the vote should never have been split. Second-Lieut. Grattan Doyle, son of the retired member, was adopted almost unanimously by the Division's Conservative Association, after Sir Cuthbert had put up. So much for the local authority of the Division's Conservative Association. Mr. Grattan Doyle has an urgent job to do elsewhere, and can enter politics later on. Sir Cuthbert has a reputation as a doughty fighter in elections and he has great political experience. He has held the office of Financial Secretary to the Admiralty, is Chairman of the Northern Area Conservative Association and has long lived in the centre of the Association's sphere of activity.

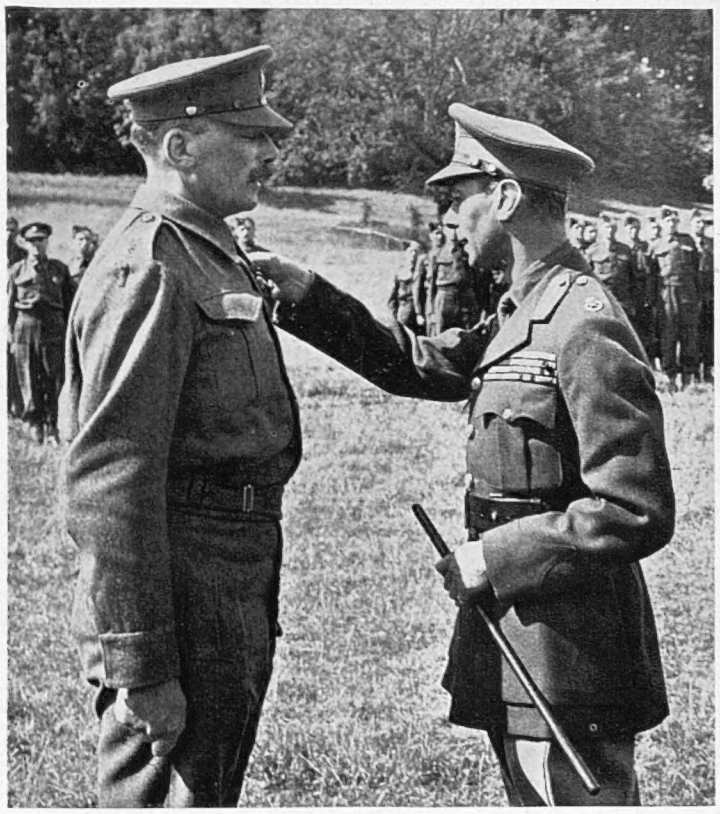
THE OLD STAGER

"UNTIL VICTORY HAS BEEN WON"

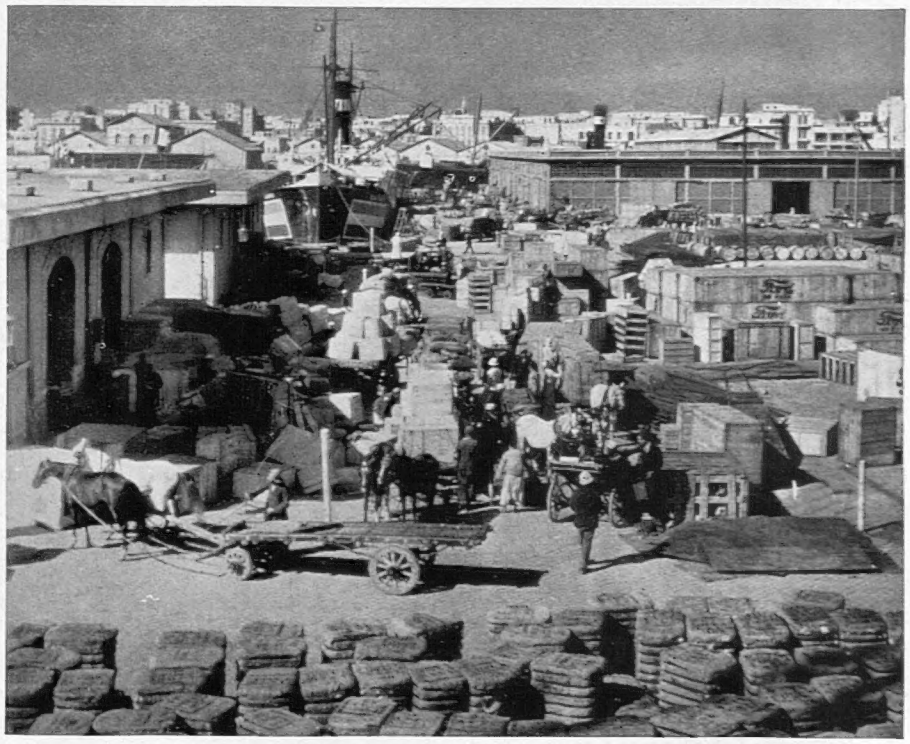
"Great Britain is Firmly and Resolutely Determined to Continue the Struggle"

SAVED FROM THE SEA, THEY WANT TO FIGHT ON: Four British naval officers arrive home after being rescued from the sea

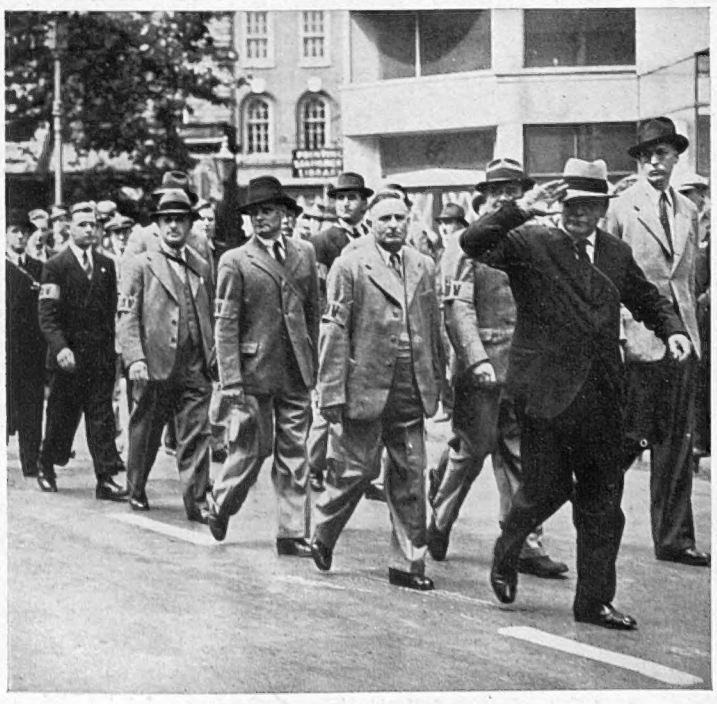
BREN GUN CARRIERS ARE ROLLING OUT FROM THE FACTORIES: This picture is evidence of the material strength which is rolling out of the British factories day by day. These new Bren gun carriers are the forerunners of streams of new munitions and armaments



THE KING DOES NOT FORGET THE MEN WHO HAVE DONE BRAVELY: The part the Guards regiments played in the fighting at Dunkirk is becoming more and more evident. Here the King is decorating Lieut.-Colonel Cazenove, of the Coldstream Guards, with the D.S.O.



STORES IN PLENTY FOR THE TROOPS IN THE NEAR EAST: The docks at Alexandria are at this moment piled with cotton, crated motor cars, barrels, and all kinds of war supplies for Britain's armies in the Middle East. There will evidently be no shortage of material and equipment for the war in the Mediterranean

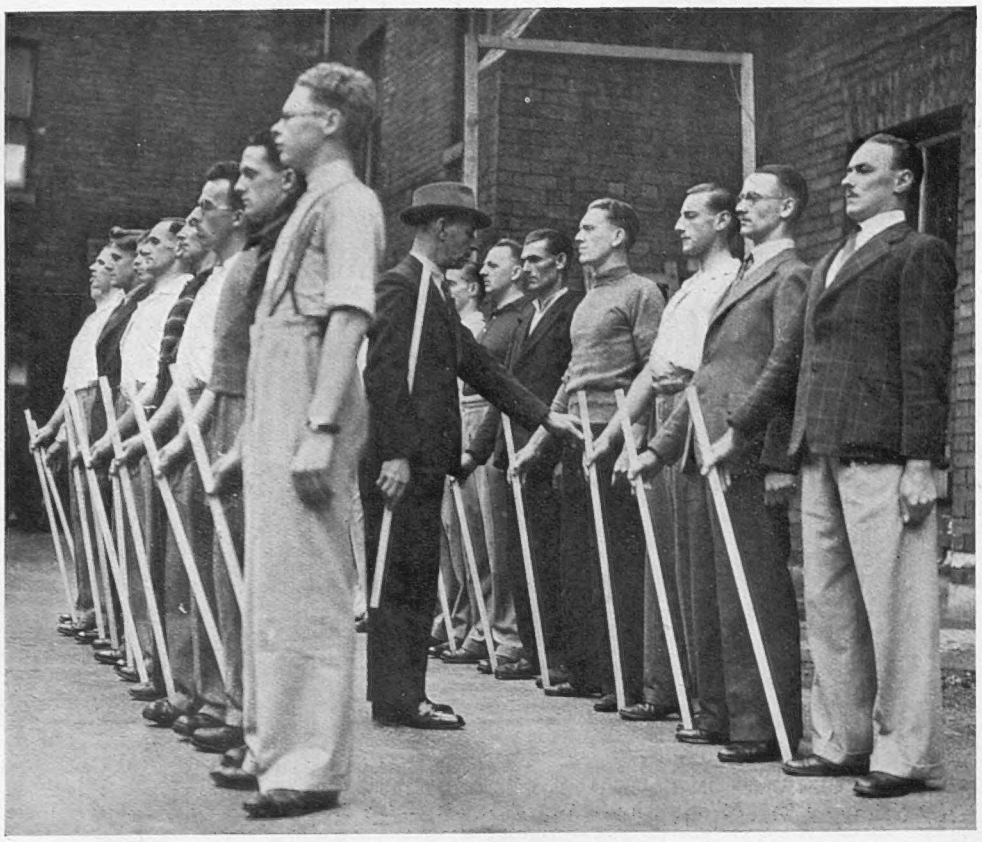


LONDON DEFENCE VOLUNTEERS MARCH THROUGH LONDON: Wearing their armlets bearing the letters L.D.V., enrolled members of the new force marched through London on Sunday afternoon to attract further recruits. They were headed by a Guards' band

THE TWENTY-EIGHTS ROLLED UP DURING THE WEEK-END: The call-up of the twenty-eights yielded 292,025, which means that the total of men called to the militia touched the 3,000,000 mark. Their six months' training will begin soon. The above photographic impression was obtained at Walworth on Saturday last

PREPARING FOR WAR

The Nation Organises for Defence: Men and



PREPARATION: THE "BROOMSTICK ARMY" PREPARE FOR MILITARY SERVICE

Keen to be ready when they are called up, the young men of Doncaster have formed their own Corps, and are being trained and drilled with broomsticks under a sergeant-major of the last war. Their aim is to learn the elements of military routine and to become "hardened," so that they may waste no valuable time

RAW MATERIALS: CHELTENHAM CITIZENS CONTRIBUTE SCRAP IRON

The inhabitants of Cheltenham will miss the lovely flower beds which formed part of the town's many attractions, but in answer to the appeal for old iron they have sacrificed these to be used as a public dump

PARASHOTS: LEARNING TO SHOOT IN DEFENCE OF BRITAIN

Hundreds of parashots are now receiving instruction from Mr. Robert Churchill, the well-known gun expert. Some of them have never before fired a rifle, but after one evening's instruction they are proficient enough to carry on practice by themselves on clay pigeons thrown 50 yards high. The training of defence volunteers in shooting at aerial targets is, of course, quite different from ordinary musketry drill

CONVOYS: A TYPICAL SCENE ON A BRITISH ROAD

It has been stated that, as a result of the evacuation of the B.E.F. from Dunkirk, a quantity of war material had to be left behind in Flanders. Despite this the roads of England seem to be humming with war activities of all kinds; convoys of lorries such as the above now seem to have the roads to themselves, as only essential motor traffic is allowed to move about the country

LOCAL DEFENCE: THE MARCH OF THE VOLUNTEERS THROUGH LONDON

Members of the Local Defence Volunteers (L.D.V.) made a brave show in London last week-end when they set out on a recruiting march from the Horse Guards Parade through the streets of the city. Major-General Sir Cecil Pereira, the London area organiser, took the salute as the men moved off. There are now, as Mr. Churchill said, half a million of these men throughout the country

MOTOR BOAT PATROL: FIRING PRACTICE ON LONDON'S RIVER

At many points along the riverside, necessary precautions are being taken to guard against enemy action. "Parashoot" patrols have been organised by firms, and employees are doing duty in rotation. These men have all been supplied with uniforms

ON THE HOME FRONT

Women Alike Prepare for the Coming Struggle

SCRAP IRON: GARDEN RAILINGS COME DOWN

Whilst there is no shortage of essential war materials, the iron railings round the Embankment Gardens have now been removed as a contribution to the campaign which is being prosecuted throughout Britain

THE A.T.S.: SMILES AT THE START OF THE DAY'S WORK

The response of the women of Britain to all the many calls made upon them for war service has been splendid. Now that events have called for an intensification of their effort, it is undoubted that further sacrifices will be made. In this respect—as indeed the last war amply demonstrated—the women of Britain are supreme

ARMY EQUIPMENT: THE FLOW OF VEHICLES IS NOW STEADILY ACCELERATING

A.T.S. girls are working at top pressure at Ordnance factories. From these depots supplies are being sent out daily to satisfy the needs of our growing armies. Some of the girls work in store rooms while others drive the convoys of vehicles on the first part of their journey to the Army. The quality of workmanship displayed in the construction of these vehicles is amazing

AMBULANCE WOMEN: PREPARING FOR ACTIVE SERVICE

A few days ago part of a fleet of twenty-five ambulances and ten mobile canteens assembled at the headquarters of the British Committee for the French Red Cross in London for dispatch to the fighting area. These had been subscribed for by British and Irish flour-millers and were to have been driven by British women volunteers before the French announced that they had asked for an armistice

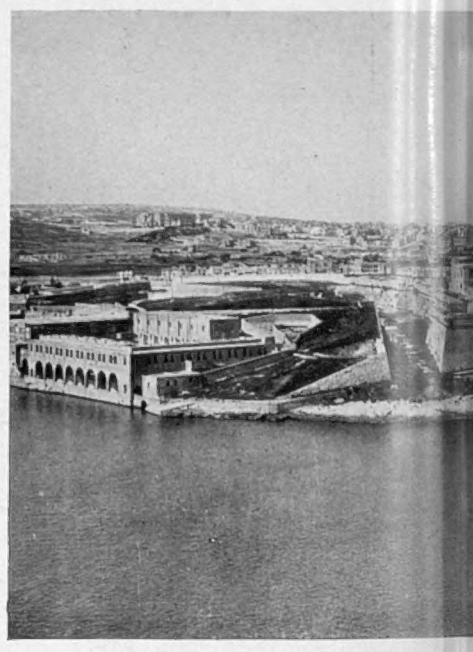
SHIPBUILDING: BUILDING TRAWLERS IN YORKSHIRE

Ships being built all over the country will soon replace those lost during the epic Dunkirk evacuation. These are being assembled by hand by means of pulleys instead of cranes; and they are fitted with every device for dealing with modern methods of warfare

CIVIL SERVICE EVACUATION: THE SCENE AT EUSTON STATION

Nearly 1,600 Civil Servants from two Government Departments left Euston at the beginning of the week for North Wales, as part of the Government's evacuation scheme. Many of them had been evacuated before: some left London last October and worked for a month in the provinces before returning to their former abode. They will not now return until the war comes to an end

BRITISH TROOPS OF THE N.W.E.F., FRESH FROM NORWAY, SEEN ON THEIR ARRIVAL HOME AT A WEST COAST PORT: After their struggle in Norway the whole of the British Forces were evacuated some little time ago with the object of helping our Allies in France. Since the cessation of war in that theatre, however, where they were to have supported the exhausted French divisions, these hardy and well-trained and well-equipped men will now be employed where they will be vitally needed—around the shores of Britain, or wherever else the military authorities may decide. The good spirits and high morale of these fully trained men were highly commended by all who saw them come ashore after the successful conclusion of the Narvik Expedition



MEMBERS OF THE R.A.F. AWARDED THE D.F.C. AND D.F.M.

Flight-Lieutenant C. E. R. Tait was born at Dundee and educated at Fettes College. He successfully delivered an attack on an enemy mechanised column in the face of intense anti-aircraft and machine-gun fire

Acting Flight-Lieutenant John A. Ingram, of Taunton, Somerset. In May he was engaged in numerous raids against enemy positions, both by day and night, during which he showed great courage and determination

Flight-Lieutenant A. C. Deere brought down five German aircraft in seven fights. Deere, who is a New Zealander, won the R.A.F. Officers' Middleweight Championship at Uxbridge in 1938 and last year

Acting Flight-Lieutenant W. H. Biddell, of Purley, Surrey. In May, he saw a squadron of Skuas of the Fleet Air Arm attacked by eleven Messerschmitts. Without hesitation, and despite that the Hudson is not a fighter, Flight-Lieut. Biddell led his flight into action, damaging one Messerschmitt and causing the remainder to turn away. Since the invasion of the Low Countries and particularly during the Dunkirk evacuation this officer has displayed qualities of leadership and endurance of a high order

Leading Aircraftman K. S. Freeman of Waverton, Leeds, awarded the D.F.M. In May, 1940, this airman was the wireless operator in one of a flight of three aircraft. When engaged in combat with eleven Messerschmitt 109's, he immediately left his wireless set and manned the gun. Freeman was wounded in the leg. Despite this he carried on firing his gun and the accurate fire of the whole flight forced the enemy to withdraw. This airman showed steadiness and a complete disregard for danger

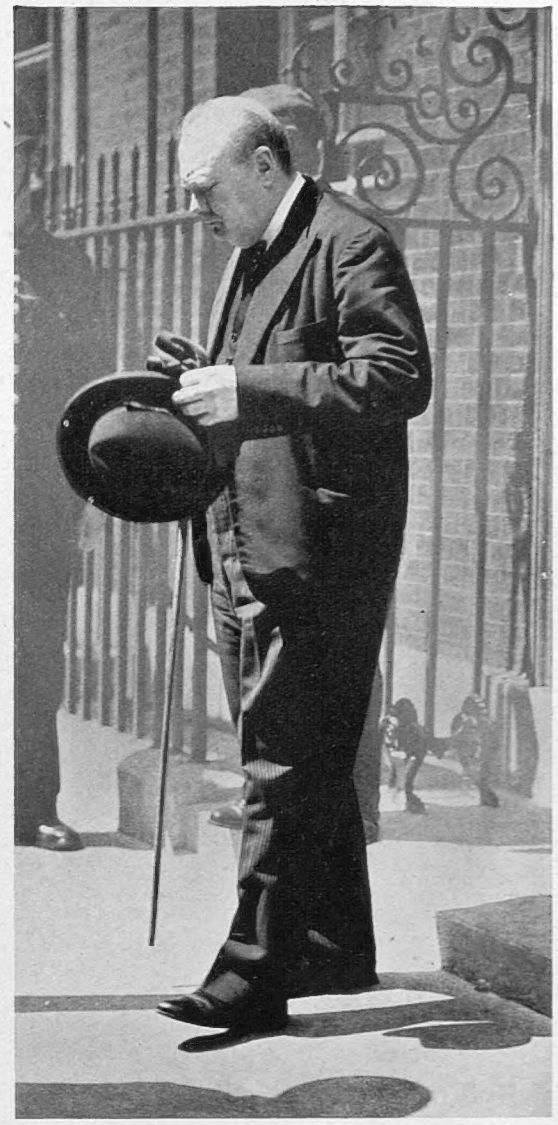
Leading Aircraftman W. D. Caulfield, awarded the D.F.M., is nineteen and comes from Crewe. In May this airman was air gunner in the plane of his Flight Commander, which, in a formation of three, was attacked by eleven Messerschmitt 109's. He maintained a steady and accurate fire and severely damaged at least one enemy aircraft. He has gained the complete confidence of his pilot. During the past few weeks he has taken part in night bombing, reconnaissance, and offensive patrols

This R.A.F. Fighter Command pilot, flying a Hurricane, was shot down near the Belgian frontier after he himself had shot down several enemy aircraft. Borrowing some clothes from a friendly Belgian, for twelve days he wandered through hostile units until, finally, he passed through the German lines by crawling through long grass for more than a mile. Crossing a canal by boat he was promptly arrested by the French. Upon being handed over to the British he was again arrested, brought to England, examined at the Admiralty and later at the Air Ministry, where his identity was established

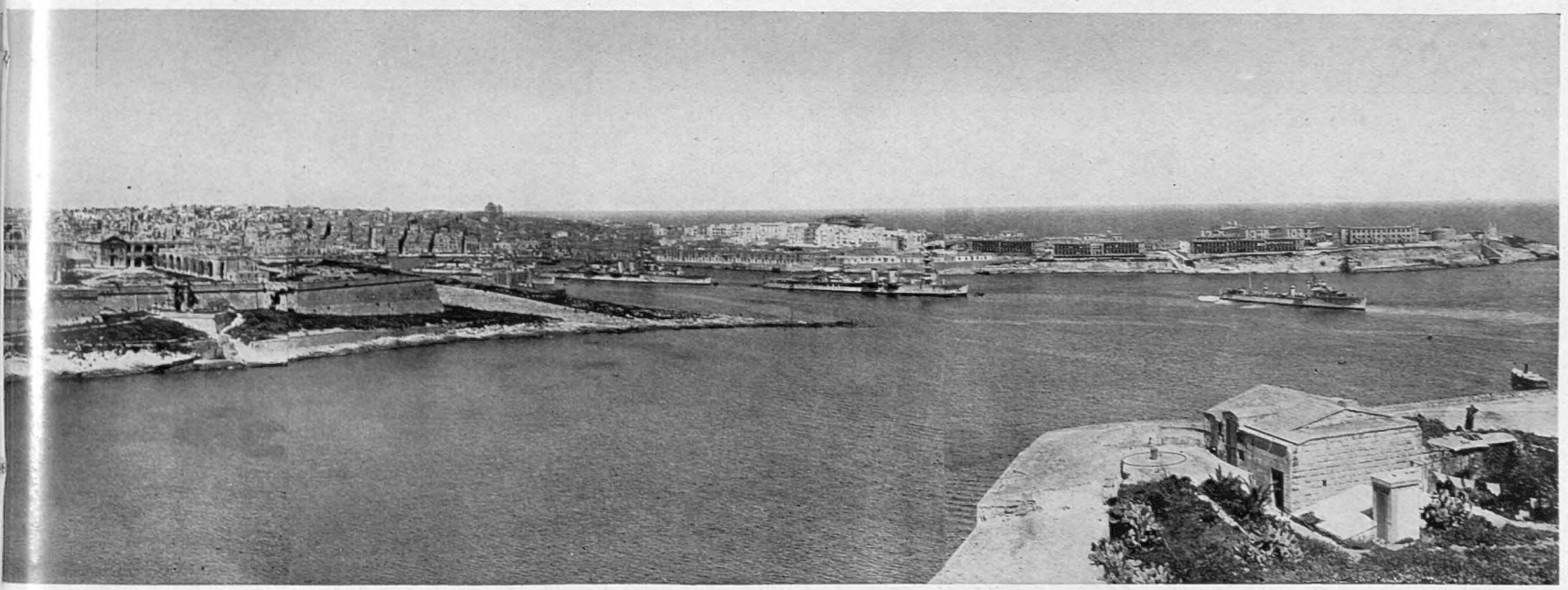
BRITAIN CARRIES ON THE STRUGGLE

Some of the Men who now Form the Defensive Bastions of this British Empire of Ours. . . .

Above—THANKSGIVING AT MANCHESTER FOR THEIR ESCAPE FROM DUNKIRK: It will be remembered that men of Lancashire Regiments fought bravely and continuously to ensure the retreat of the B.E.F. It is fitting, therefore, that these men should be present at the Service of Thanksgiving held at Belle Vue a few days ago

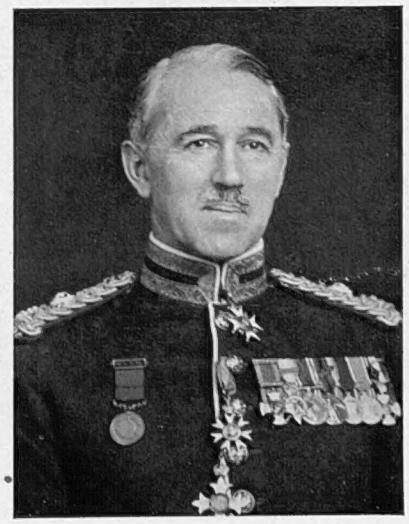


On right—THE MAN WHO BEARS THE BURDEN: Mr. Winston Churchill, in grim mood, leaving No. 10 Downing Street after attending the meeting of Ministers which followed the news of the German occupation of Paris



BRITAIN'S BASTION IN THE MIDDLE MEDITERRANEAN: THE VIEW FROM ST. MICHAEL'S BASTION, SHOWING FORT MANOEL: Ceded to Britain by the French at the Treaty of Paris in 1814, Malta has, for over a century, been one of our bastions in the great inland sea, and a naval base of importance. It has been the object of a number of bombing raids by the Italians since their entry into the war, and is one of the many outposts of Empire coveted by them

GENERAL SIR ARCHIBALD WAVELL, Commander-in-Chief of the British Forces in the Middle East since 1939



LIEUT.-GENERAL SIR CLIVE LIDDELL, Governor and Commander-in-Chief of Gibraltar since 1939

AIR CHIEF-MARSHAL SIR ARTHUR LONGMORE, Air Officer Commanding-in-Chief, R.A.F., in the Middle East

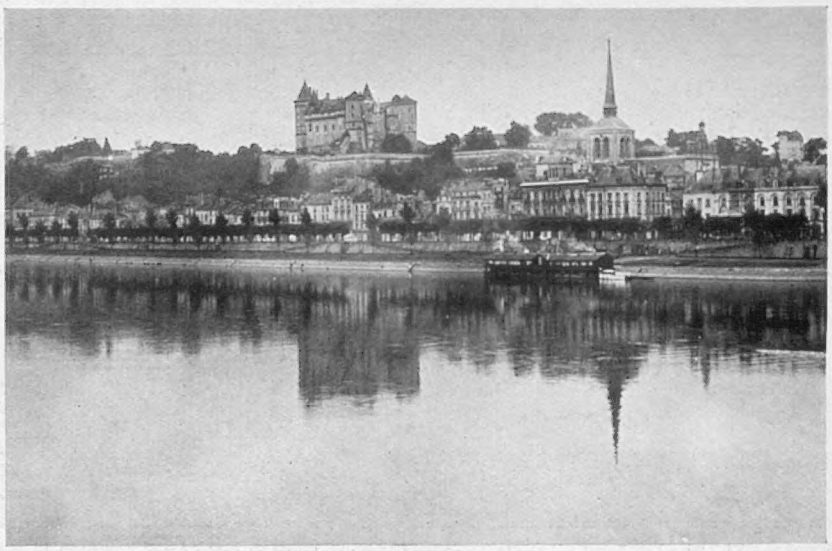
ADMIRAL SIR ANDREW CUNNINGHAM, the British Naval Commander-in-Chief in the Mediterranean since 1939

BRITAIN'S COMMANDERS IN THE MEDITERRANEAN AND NEAR EAST

OCCUPIED by the ENEMY: Paris and Other Places in Fair France Now in the Hands of the Germans

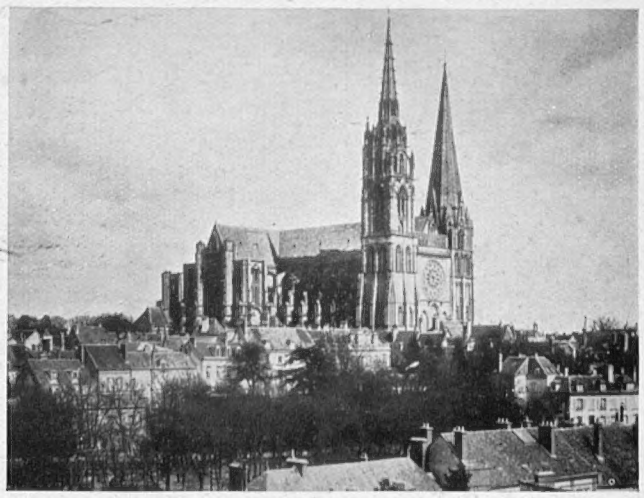
PARIS—IN GERMAN HANDS SINCE JUNE 14: "German cars rush about the city and big bombers roar above the streets," wrote a neutral journalist. "German soldiers are buying articles in the shops with credit certificates at the rate of twenty francs to the mark. Others are going about like tourists, using cameras freely." Paris radio has been broadcasting German programmes

IN THE BURGUNDY DISTRICT, REACHED BY THE ENEMY ON JUNE 17: This attractive little town of Semur lies in the famous district of Burgundy, invaded by the enemy in his push to the south-east



BEHIND THE WIDE STREAM OF THE LOIRE the French were making a stand on Tuesday. The enemy were beating against this water barrier but was at that date still held. The Loire is a wide stream at Saumur, the next big town west of Tours

THE ENEMY PENETRATED THE DOUBS REGION—June 17-18: The Doubs River flows through the Jura region to the west of the French positions which ran along the south bank of the Loire and stretched across to the high ground which lies in front of the eastern mountain frontier. A beautiful view of the Jura mountains can be obtained from Dole, seen above



IN THE NORTH-WEST FIGHTING AREA: The silhouette of Chartres Cathedral rises strikingly above the town. Earlier this week fighting continued to the west of Chartres on a line Evreux-Laigle-La Ferté-Vidame-Chateaudun

ITALY'S TRADE WILL NOW BE LIMITED TO HER NEIGHBOURS TO THE EAST AND THE NORTH-EAST. THE REST OF THE WORLD IS CUT OFF FROM ANY DIRECT TRADING WITH ITALIAN PORTS

How Italy's Foreign Trade will be Hit by the War

By EDWIN H. JUDD

NOW that Italy has taken the plunge into the boiling maelstrom of war on the side of Germany, her geographical position, shut in by the three gates of the Mediterranean, and relying on sea transport for most of her imports and exports, means that her foreign trade is now strangled by the Allied blockade.

Though one quarter of Italy's imports, and about a fifth of her exports, were with Germany, some 60 per cent. of her total imports—including the big essentials of war materials—came from countries outside the Mediterranean. Even the Mediterranean countries of Turkey and Egypt, with probably Spain, will now be cut off from her by war.

Taking her imports of essential war materials, the following figures show how much of these she will lose now that she has taken up arms against the Allies—practically a complete stoppage.

Italy's Imports in 1938 (in thousands of tons)

	Crude Oil	Iron Ore	Steel Scrap	Raw Wool	Raw Cotton
From Allied Countries - -	236	283	104	21	49
From Neutrals beyond Suez, Gibraltar, and Dardanelles -	1,132	—	412	9	105
Total of above -	1,368	283	516	30	154
Total Imports of these goods -	1,474	400	604	32	157
Percentage of above total which would be lost by war -	93	71	85	94	98

(See graph of these)

Of petroleum products, amounting to about 1,100,000 tons, as apart from crude oil, Italy got from Rumania 500,000 tons in 1938, and 600,000 tons in 1939. Her latest acquisition of Albania could only supply a paltry 150,000 tons or so.

In the matter of Italy's purchases of oil it should be borne in mind that the supplies for her armed forces, which represent a third of her total oil requirements, are not included in the ordinary trade returns, nor were her exports of war materials to Spain when she was fighting.

During the last three years, the fact that large stocks were being accumulated is shown by the increase of certain imports over the average normal peace-time demands. Though 1936 might not be considered quite a normal year, due to the effects of the Abyssinian campaign, comparison of that year with 1938—the latest full pre-war year—shows some striking results.

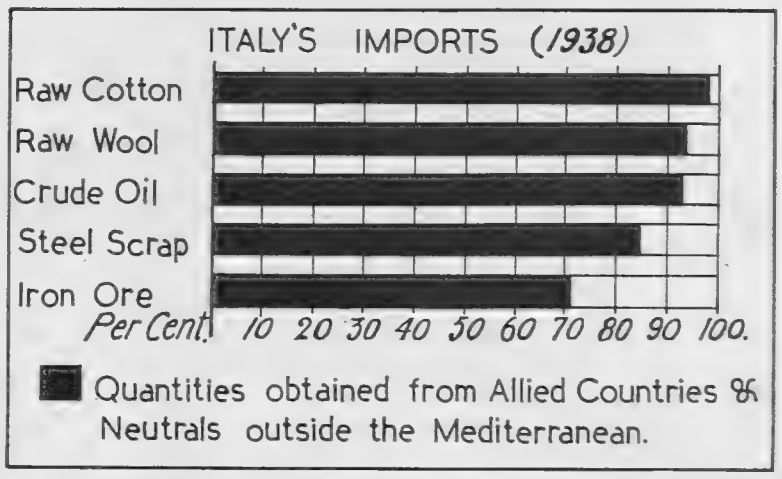
Imports of crude oil increased from 300,000 tons to 1,471,000 tons, or by nearly 400 per cent. Iron ore jumped from 40,000 to 400,000 tons, or ten times as much; rubber expanded from 17,600 to 40,000 tons; wool was doubled; cotton rose by 50 per cent., and steel scrap by 55 per cent.

Taking Italy's imports of all goods, she obtained 13½ per cent. from the British Empire; 11 per cent. from the U.S.A., and 8 per cent. from the South American Republics, while 14 per cent. came from various other countries all over the world. The Balkan countries and Hungary supplied some 7½ per cent., but Italy's own colonies, from which she had professed to expect so much, contributed only a meagre 2 per cent.

The countries to which she now has no access include all her own colonies excepting Albania, the Allied countries with their colonies, the U.S.A. and all South America, together with not only other countries outside the Mediterranean, but even those bordering on that sea.

As to her exports, during the years 1937 and 1938, more than 25 per cent. went to her African colonies of Libya, Ethiopia, Eritrea and Somaliland. From 17 per cent. to 20 per cent. went to Germany, 9 per cent. to the British Empire, and 5½ per cent. to South America. A large proportion of our own supplies obtained from Italy were in the way of dinner-table fare such as fresh fruit and vegetables, wines and a little cheese, these items running into about £2,000,000.

Of the remaining countries, all in Europe, which normally took about 30 per cent. of her goods, war conditions must eliminate any trade with such as Holland, Belgium, Scandinavia, the Baltic States and Poland. This would leave only Germany and those of the Balkan countries still remaining neutral. So that, taking everything into account, Italy at war will soon be in a sorry plight, losing probably 70 per cent. of her imports, and 80 per cent. of her exports trade.



ITALY'S SUPPLIES OF BASIC PRODUCTS CAME OVERWHELMINGLY FROM ABROAD. THE PARALLEL BLACK BARS INDICATE THE PROPORTIONS OBTAINED FROM COUNTRIES BEYOND THE MEDITERRANEAN

This fact was probably the greatest factor in restraining Mussolini from taking the final step of an active war against the Allies in the hope of satisfying his gigantic ambitions towards rebuilding the great old Roman Empire of 2,000 years ago, and making it an Italian lake.*

The only part of the great Mediterranean Sea in which Italy now has any freedom of action for her merchant shipping is the Adriatic Sea, which can be closed in by Italy's command of the 40 miles wide Strait of Otranto, between Italy and Albania. This will, however, give access to the Balkan countries. The remainder of her shipping is laid up in home ports or interned abroad.

The three outlets from the Mediterranean, from which Rome is roughly equidistant, are now closed by the Allied fleets, though now and again a ship might slip by night through the 8 miles wide Straits of Gibraltar, which is about 1,000 miles from Italy's nearest home ports.

Any attempt to contact with Spain means running the gauntlet of the French triangle Toulon, Oran, Algiers, Bizerta, while traffic with Libya mostly has to pass between the east coast of French Tunis and Malta. Our own trade with the East is now being diverted round the Cape, as recently arranged.

On the other hand, Italy's powerful navy, especially in submarines and fast light naval craft, as well as aircraft provides a pretty hot nest of wasps among Allied communications of any kind over the 1,145,000 square miles of this great inland sea.

LEGHORN (OR LIVORNO) IS ONE OF THE MOST IMPORTANT TRADING PORTS OF ITALY. IT LIES ON THE TUSCAN SHORE. SHIPBUILDING, GLASS MAKING, METAL FOUNDRY, THE MANUFACTURE OF SILK AND PAPER ARE AMONG SOME OF THE OUTSTANDING INDUSTRIES OF THE CITY. THE CATHEDRAL FAÇADE WAS DESIGNED BY THE ENGLISH ARCHITECT, INIGO JONES.

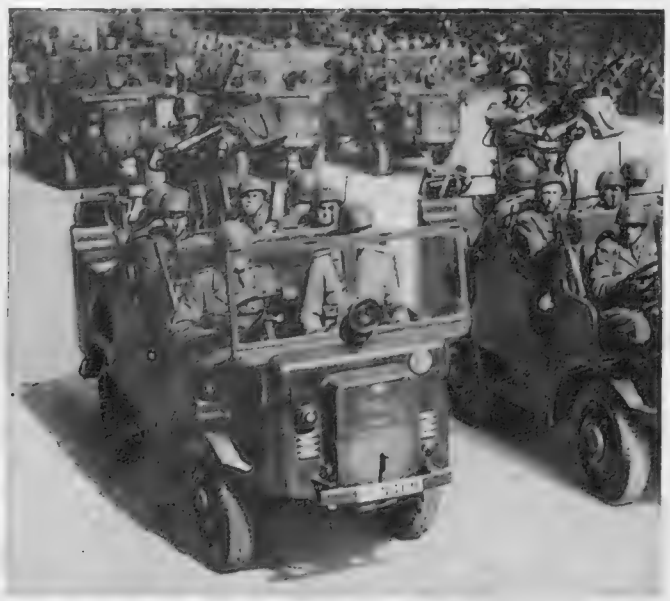
* A recent report stated that in President Roosevelt's recent notes to Mussolini, emphasis was laid on the alleged warning that if Mussolini extended the war America would cut off her trade with Italy. This would not make much difference. Mussolini knows quite well that we would see that his trade with America, as well as elsewhere, would be cut off. Further, Italy's exports to the U.S.A. in her best recent year amounted to only 7½ per cent. of her total, and her imports from U.S.A. to 10 or 11 per cent.

THE MECHANISED ARM

A HIGH-BUILT TURRET CHARACTERISES SOME ITALIAN TANKS: A small cannon fires from the turret; possibly an automatic rifle from the driver's window, which can be raised to admit fresh air

A BROADER-BUILT TYPE OF ITALIAN TANK: Built quite differently to the one above, it mounts a double-barrelled rapid-fire gun on the left-hand side with a control window to the right

ANTI-AIRCRAFT GUNS MOUNTED ON LORRIES: Useful-looking items these, but it all depends on how many of them there are for immediate use and how they are handled under aerial bombing



THE SHORT-BASED ANTI-AIRCRAFT UNITS OF THE ITALIAN ARMY: Looking like a sight-seeing run-about, but with a mission not so pleasant. Driver and officer sit in front; then come five riflemen, and behind these an anti-aircraft gunner

ITALY: HER AFRICAN PROVIN

And Some Details of the Military and Mechan

TYPICAL OF THE ROCK-BOUND NATURE OF MUCH OF ITALY'S WESTERN COAST: A view of Capri from the Monte Solario. Beyond is the equally rocky mainland south of Naples, where the coast-line cliffs drop steeply into the sea

THE BRILLIANT FAÇADE OF LIBYA: The gardens and white hotels and offices along the foreshore at Tripoli are doubtless very pleasing to the eye, but these carefully planted gardens are but a colourful edge to the monotone mass of the desert beyond

THE GRANDIOSE TOUCH IN LIBYA: This back of the grandstand at Tripoli town is symbolic of much that one sees in the whole province. Auto races were held from time to time and an effort made to establish the amenities of Europe on the African shore. *Below*—A desert fort at Um-el-Abit

CE BY THE MEDITERRANEAN

ised Forces Now Actively Engaged in the War

MESSINA IS A SPECTACULAR SPOT IN THE MEDITERRANEAN, especially at night in peace time when both sides of the narrow channel sparkled with lights. A strong current runs through the narrow Straits of Messina; it was here that the ancients placed the twin dangers of Scylla and Charybdis

BEYOND IS THE DESERT WITH AN OCCASIONAL OASIS: Jalo oasis lies to the south of Benghazi on the way to Kufra. The aeroplane is, of course, used to great extent to overcome the distances which separate the oases from one another. One can reach Kufra, for instance, in two hops. This is a view of Jalo seen from an Italian plane

THE ITALIAN ARMY

THE HELMET OF THE ITALIANS IS ALMOST RIMLESS: In form it resembles an old-fashioned surgical basin, with a broad strap under the chin. A scene outside the Palazzo Venezia, Rome

PORTABLE RADIO SETS CARRIED ON THE BACK: These are handy looking gadgets of a type used in Abyssinia. All would go well with this group unless the bombers came

ITALIAN TROOPS WITH MACHINE-GUNS IN THE MOUNTAINS: The mountain troops of Italy are generally reputed to be the best section of her armed forces. Their physique is naturally much stronger than that of the dwellers in the hot plains of Italy

BRITISH POWER in the NEAR EAST

Strategic Points in the Mediterranean and Red Sea: And Pictures Expressive of Britain's Armed Might

THE VITALLY STRATEGIC SUEZ CANAL—THE SIGNAL STATION AT RAZ-EL-ESH: This is the first station on the Canal going southwards from Port Said. With the control of the Canal, Italian communications to Abyssinia are now severed

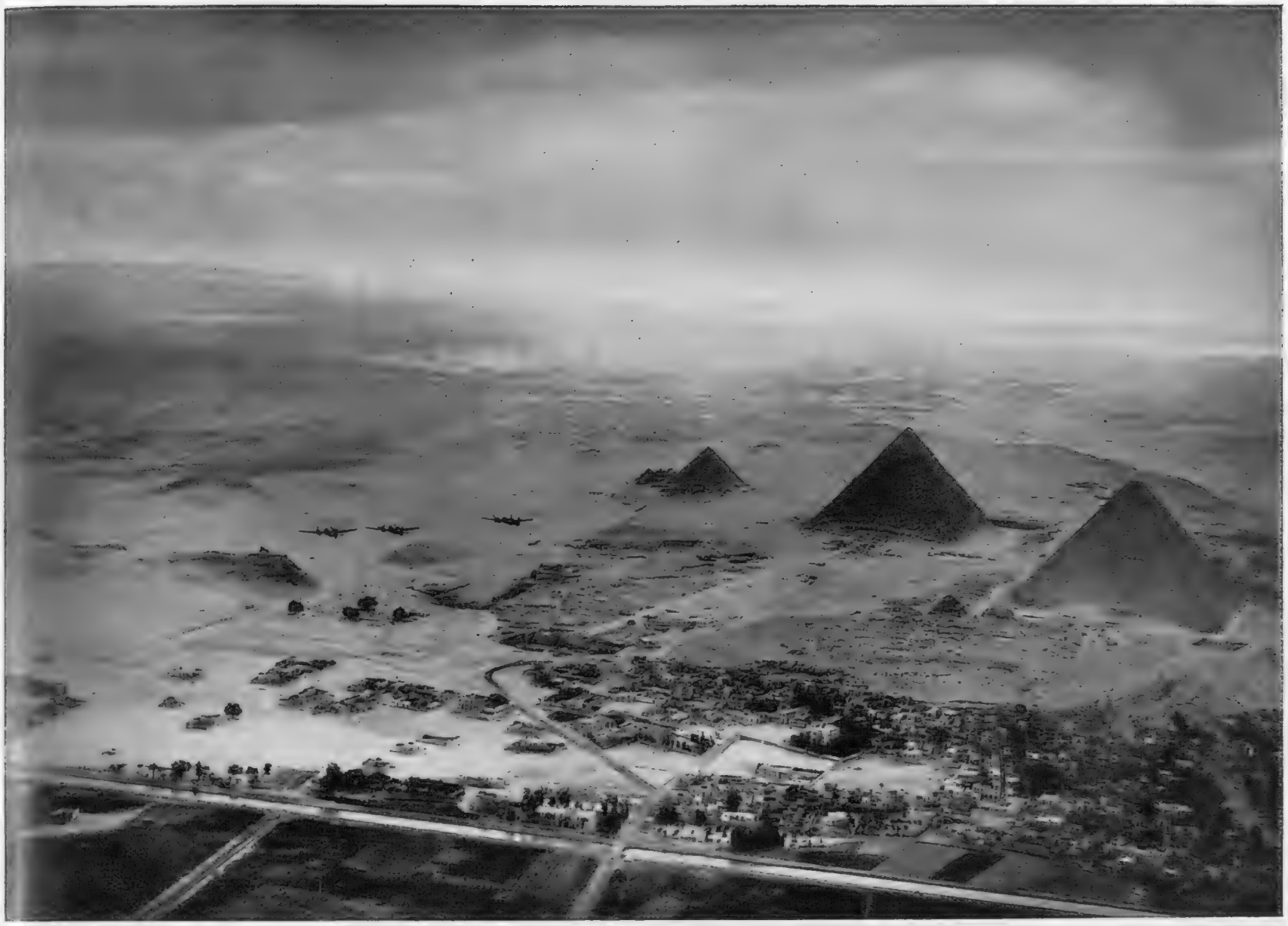
ITALY'S BARBED-WIRE DEFENCE OF HER LIBYAN COLONY: This fence extends for 200 miles in length. It has been created to separate Libya from Egypt: and it is here that in the first raid of the war in the East sixty-two Italian soldiers were captured

THE DEAD CITY OF SUAKIN, NEAR THE ITALIAN COLONY OF ERITREA: Suakin was once the most important port on the Red Sea: It was the first town of any size near the northern end of the Italian colony of Eritrea. On the island in the centre of the bay were the offices of big companies and the hotels where the merchants used to stay. It is connected to the mainland by a causeway; and in the heyday of its prosperity was commanded by Lord Kitchener when quite a young officer. Then came ships too big for this little port, and Port Sudan, to the north, has now taken all Suakin's trade away. The big buildings are still there, however, but now they are deserted. In the picture above a squadron of R.A.F. planes is seen on patrol overhead—still another of the odd corners where British forces are to-day to be found. In any advance by Italians from Eritrea—if such a thing be possible indeed!—Suakin would be the first town they would reach

HAIFA, IN PALESTINE, CONTROL PORT AND IMPORTANT CENTRE IN THE NEAR EAST: One of the strategic points in the Eastern Mediterranean is Haifa, an important place with a harbour which is the best natural haven in that part of the world. It is connected by rail with both Egypt and Syria

GUARDING THE ROUTE TO INDIA: THE HARBOUR AT ADEN: Across the Gulf of Aden, and facing Jibuti, is the town of Aden, a vital link in British communications with India and the Far East. It is a Contraband Control port, has a cable and wireless station and two harbours. Aden was bombed on June 12 by Italian aeroplanes — presumably from Abyssinia

Below — PART OF THE GREAT ALLIED FLEET AT ALEXANDRIA: With the great fortresses of Gibraltar and Malta in the Mediterranean and with the combined fleets at Alexandria at the eastern end, the Allies are in a very powerful strategic position against any attempts by Italy to disturb their vital interests in the Near East. Since this recent picture was taken it is to be presumed that the fleets have already taken up their war-time stations



THE R.A.F. ARE QUITE PREPARED IN EGYPT: By their prompt actions very shortly after the Italian entry into the war the R.A.F. have demonstrated how prepared they are for possible invaders of the air. This picture was taken before Italy's entry and shows a flight of Blenheim bombers over the Pyramids near Cairo. Our forces in the Near East—ships, aircraft and men—are very strong; the defensive dispositions and preparations made during the past months should hold the enemy away from all vital points

EGYPT IS READY FOR MUSSOLINI: Little credence is placed by the Egyptian nation on the statements by Mussolini that he desires nothing from them and their neighbours. Here is an Egyptian tank rumbling over the brow of a hill during frontier reconnaissance on the Libyan border

WITH THE SCOTTISH INFANTRY IN EGYPT: Bren gun crews mounting their vehicles in readiness for a journey to the observation posts. These Bren gun carriers are exceptionally manœuvrable and travel with great rapidity over the desert sands

BRITISH MECHANISED TROOPS IN EGYPT ARE READY, TOO: In the Near East the number of British forces is very great, whilst in Syria strong contingents of French troops are prepared for all eventualities. This picture, taken in Egypt, shows British mechanised forces, fully equipped, awaiting orders to move off into the desert—an impressive display of disciplined and armed force

With the HEROIC FRENCH ARMY

Scenes Along the Lines of Supply Up to the Fighting Front

THE PHENOMENAL DRYNESS OF THE WEATHER IN FRANCE made the roads a mass of whirling dust when the mechanised columns came rumbling by. *On right*—Artillery proceeding to the line, with an anti-aircraft gun in readiness

ARTILLERY PASSING THROUGH A TOWN: Contrary to general belief, horses are still employed by both sides in the present struggle, although it is, of course, impossible to bring them within danger of machine-gun fire. Here they are seen traversing a very rough road

THE POCK-MARKING OF THE ROADS: The excessive bombing of back communications means that a scene like this is all too frequent. French marines had been put on to the work of smoothing out some of the craters caused by aircraft bombs

On left—**A STRANGE SCENE IN THIS MECHANISED WORLD:** Army horses being rapidly conveyed from one spot to another by motor lorry

A GERMAN ARMOURED VEHICLE KNOCKED OUT AND RESTING IN A FRENCH ORCHARD. NOTE THE STEERABLE FRONT WHEELS IN FRONT OF THE CATERPILLAR TRACK

FIGHTING THE TANK

How the French Have Been Meeting the Problem during the Great Onslaught Towards Paris

By NOEL THOMPSON

EVERY new form of armament produced has always been countered eventually, sometimes quickly, as in the case of the magnetic mine, sometimes slowly, as is proving the case with the heavy tanks. But the effective answer is always found, and, given a little more time, there is no question that it will be discovered General Weygand has their measure completely.

I do not know whether General Weygand is a classical scholar, but he is reputed to have studied all the great generals and battles of history. In which case he must have come across two parallels to his problems. First, and this is a close parallel, the Greek phalanx of heavily-armed men bound closely together, moving slowly through all opposition, which was broken up so that the more lightly-armed troops could complete the destruction of the Persians. It was years before the answer was found, mobility and flank attacks, combined with pits to be used as traps, and the cutting of communications.

The most ancient tank of all was probably Hannibal's invention, or rather application, the elephant. As did our tanks among the Germans at Cambrai in the last war, the elephants created panic among the Roman troops, and left an easier job for the following infantry. It was left to Fabius Cunctator to solve the problem with elephant pits, and lightly-armed troops who with spears and torches sent the animals careering wildly out of control. Perhaps this latter simile is not so accurate, but traps and mobility proved the answer for Fabius, and both methods are doing the same now. If only there had been more time!

Before going into the question of the armaments prepared directly against tanks, it is essential to point out that to say that we should have been prepared, that tanks were not new weapons, that we had had warning of what they could do, is a barren argument. It was the new method in which they were employed which caused the initial surprise.

In December of last year I had a long talk with one of our leading practical anti-tank experts, and his views were published in THE SPHERE. In brief, they were that the tank was now under control. The Italian Abyssinian campaign proved nothing. In Spain the tanks were poorly armed and had been easily mastered. In Poland there had been no proper defence against them, and a disorganised defence was worse than useless. Light artillery, anti-tank guns and modern tactics would prove their master. I printed his arguments and added a query mark to his conclusions. In theory and manœuvres it sounded, and had been proved, correct. In practice the absence of an established front line to provide a basis or rock on which to build an anti-tank campaign proved a vital flaw in the premises. And that flaw was in the absence of sufficient fluidity and depth to cope with a mass attack in a surprise area.

The French army is now employing a combination of two plans against tank attack, the static and the mobile, of which by far the more important, in that it has been forced on them, is the latter. To get rid of the former first, then. The static defences are the tank pits, ditches, flooded areas, concrete and steel barriers, and the "toothpicks" or deeply-embedded columns, or stumps of trees, which call for heavy artillery fire before a tank, however large, can pass them. These take weeks to prepare effectively, and the French have had days only.

Big mechanical shovels can hollow out trenches at least 8 ft. in depth and the same distance wide, but troops must prop them up against rain. In the same way, pile-drivers must be used for the "toothpicks" and more troops for the concertina barbed wire which wraps itself round the tractors of a tank and renders it immobile. All these defences take time, and time, in the immediate campaign, has been our enemy. Once such defences are passed or skirted they are so much time wasted.

"They are copy-book methods, those," said a French expert with whom I discussed this queston of countering the tanks. "The copy-book also says that the most vulnerable part of a tank is the side or back (where the petrol tank is). We know now that the most vulnerable point for attack is the top. In the past few weeks we have proved it again and again with our aeroplanes."

The aeroplanes which the French are using are armed with a cannon firing through the propeller. Machine-guns in the wings support the attack as the plane dives on its victim. One shell crashing home on the big German 35-ton tanks is proving sufficient, even though its weight is slightly less than 2 lbs. These shells can penetrate, and while not exploding will "buzz round the interior like a blue-bottle, doing enormous damage," as one man put it.

Against the tanks the French are using also lighter aeroplane bombs, which, bursting anywhere near, are sufficient to bowl a tank over or rip the tracks from the tractors, leaving a helpless crab to be mopped up later by shell fire or infantry. In short, the answer to the tanks is to be found in the acme of mobility, the aeroplane, if they can be present in sufficient numbers. Apart from attacking in the weakest spot, the aeroplane is also attacking its least defended spot, since it is difficult to bring machine-guns to bear on a diving aeroplane from a tank.

The French army, as with the British, is organised on the basis of a detachment of anti-tank fighters to each regiment. In either case the relative strength must not be mentioned, but the chief weapon is, for the French, the 25 mm. gun and for the British, the 2-pounder. These are very similar in weight and mobility, being easily manhandled, have a rate of fire of one shell every four seconds without losing accuracy and

(Continued on following page)

THE LEADER OF A FRENCH TANK BATTALION CONGRATULATING ONE OF HIS YOUNG LIEUTENANTS WHO HAS BEEN AWARDED THE LEGION OF HONOUR FOR GALLANTRY DURING THE GERMAN ASSAULT UPON FRANCE

CREATING IMPEDIMENTS IN THE PATH OF THE ARMOURED DIVISIONS OF THE ENEMY: A FRENCH MECHANICAL DIGGER ENGAGED IN CUTTING A TRENCH ACROSS A POSSIBLE LINE OF ADVANCE

THE MOST EFFECTIVE REPLY OF THE FRENCH TO THE GERMAN TANKS: Dewoitine fighter planes firing their small but very effective shells at the vulnerable roofs of the enemy tanks. This form of attack is accomplished by "hedge-hopping" down a line

(Continued from preceding page)

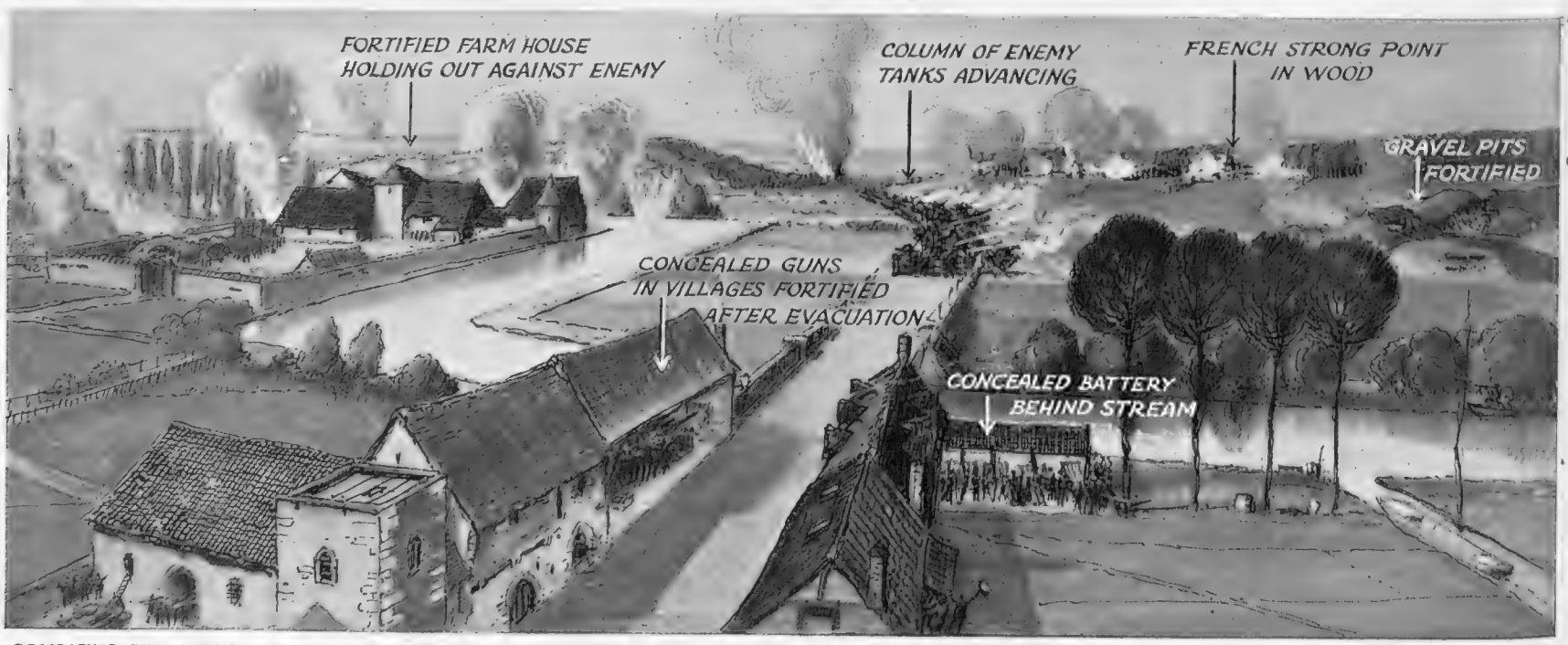
have proved effective against the heaviest German tanks. The French have not concentrated on the anti-tank rifle, such as our troops are equipped with, but their 13.2-mm. machine-gun with penetrating bullet has proved its value. But, best of all, when it can be mustered quickly enough, has been the French 75 mm., now thoroughly mobilised, with which must be paralleled our own light field artillery.

So much then for the artillery, which, at the moment of writing, is proving sufficiently quick and effective to harass and check the German breaks through. The success the French have had has been due to their depth arrangement and the "pocket" traps now in use.

"Pockets" are longitudinal, that is, it is hoped that advance tanks may be cut off in a "string," as though they were in a bag, separating them from supporting mechanised divisions and infantry, and leaving them without supplies of food, ammunition, or petrol. Already hundreds of tanks have been destroyed in this way, though some, penetrating the end of the "pocket," as through a hole, have temporarily escaped. Therein lies the danger, that a "pocket" may allow a break through.

Such large scale traps are lined with strongly held posts on either side—factories, farmhouses, quarries, hamlets—in which are troops with anti-tank guns and light artillery; with woods in which lurk tanks ready to enfilade their rivals, or mechanised columns, and to cut their communications; and with strong points which must

On left—**A MEDIUM TYPE OF GERMAN ARMOURED CAR** which has thoroughly come to grief at the side of a road. The front wheels and axle seem to have completely given way, as the vehicle is right down by the bows



COMBATING THE ONRUSH OF THE GERMAN MASSED ARMOURED DIVISIONS: In this diagrammatic view of the French countryside, an attempt is made to group together some of the varied means by which the French Army has been endeavouring to stem the rush of the German forces. Farms, which are often built with high-walled courtyards and narrow windows, have been fortified and defended; and wooded rising ground has been used as cover for guns which have taken heavy toll of tanks at short range. Evacuated hamlets, quarries, and sandpits have also been used for the same purpose and, in fact, any natural feature which provided cover

FIGHTING the TANK

The Vital Problem With Which the French Have Been Grappling

Such is the anti-tank type of warfare now being employed. Whether it is the final answer has yet to be discovered. My French expert believes it is, though he will not say so in so many words. His best friends are all trying to prove it. His own son, a battalion commander, is in the thick of it. 'In time," he said confidently, "we shall see."

Official army language talks of an aeroplane as a "hawk" and a tank as a "crab." Mythology tells of a crab, secure in its shell, until a hawk came, picked it up in its strong claws, and then let it fall from a height, when its shell was shattered and the crab left defenceless, and ready for anyone to pick. The French "hawks," with cannons for claws, repeat their victory over the "crabs."

ANOTHER TYPE OF GERMAN ARMOURED CAR WRECKED: This one came to grief actually in the street of a town through which it was endeavouring to pass. It has mounted the pavement in front of some residential property. In this case its forward gun is still in position

PUNISHING A LONG ENEMY CONVOY DURING THE NIGHT: The French Air Force have been doing some fine work against the enemy supply columns. Montague Dawson depicts an incident when a convoy half a mile long was sighted by parachute flares on a road near Hesdin. Four high-explosive bombs wrecked vehicles and set the woods on fire

cause the enemy to deploy into open country where aeroplanes can deal with them. And it must be emphasised that in defence a tank is as dangerous as in attack. There is an instance of a French medium tank column charging German heavy tanks broad on the flank. A French commander refused to swerve and actually made straight for a German heavy tank of nearly twice the weight of his own and hit it amidships. The German tank was bowled over. The French tank managed to limp to safety. Imagine the fantastic impact, a cruiser ramming a battleship, and coming off best. Meanwhile, light tanks, mechanised columns, and infantry try to draw the string of the pocket, to prevent the need for a general withdrawal and a straightening of the defensive line.

AN EFFECTIVE ANTI-TANK GUN GETTING INTO ACTION: The French army has been using a very efficient light 25-mm. gun firing a 2-lb. shell in the general attack on the tanks. The shell will penetrate the armour of a 35-ton enemy tank. The gun is very similar to our own gun which also fires a 2-lb. shell. An outstanding feature of the past month's fighting has been the point blank range at which the gun detachments have had to operate

The ITALIAN AIR FORCE and the WAR

Its Influence "Must be Considerable, but Probably Not so Considerable as Some People Fear"

By CHARLES G. GREY

(Founder of *The Aeroplane*)

FOR years even those who hated the name of Fascism were ready to admit that Benito Mussolini was one of the greatest statesman in Europe: and now he has virtually committed suicide.

He had taken hold of a disheartened rabble which was being exploited by Communism and turned it into a self-respecting, well-organised, very well-fed and, on the whole, contented nation. The poor, who had been ground down by warring factions for centuries, and later by the great nobles and petty princes, and later still by the Communists, were thankful to have a Government under which they could at least feed themselves. Although they were heavily taxed they thought that the apparent security in which they lived was worth it.

Then Signor Mussolini built quite a good army and navy, and, best of all from Italy's point of view, a thoroughly up-to-date air force. Now he has ruined the whole lot by going into a war on the wrong side.

Exactly a year ago I was in Rome with some 200 other aeronautical writing folk, as guests of the Italian Air Force, and I was one of half a dozen who were taken for a flight over Rome and round by Ostia and Frascati by Mussolini in his pet three-motor Savoia-Marchetti bomber: and I may say that he is a very sound pilot of the heavy bomber class.

Nobody could have been more friendly than the Italian Air Force were to us. They held a review of all their latest types for our benefit at their great research station at Guidonia, and I admit that we were all impressed by what we saw of their machines and pilots. Besides the unbreakable Fiat biplane single-seat fighters and the tri-motor Savoia-Marchetti bombers, which I had seen in Spain in the previous September, they had some very neat little twin-motor medium-weight dive-bombers and some nice new monoplane fighters.

There was no doubt about the skill of the pilots either. They handled their machines beautifully. Some of us who remembered the last war recalled silently the opinion of the veterans of the old R.F.C. and R.A.F. who used to say that the Italians were wonderful pilots—behind the fighting lines. Yet some of their pilots were of the highest class, and since 1918 Italian pilots have held world's records for speed and height and distance many times.

Many of us then in Rome knew that nearly all the Italian aircraft factories were working on short time because of lack of material.

Only in about March of this year did I learn in a curious but reliable way that General Valle, who had been Under-Secretary of State for Air, which meant head of the Air Force, under Mussolini, had been sacked for being too optimistic. I imagine that he had to put up a good show in his reports to Il Duce, and that to do so he had to put into his returns, as complete aeroplanes, in charge of the Air Force, machines which were little more than a number on a card in the factory, and were being held up by shortage of material.

On right.—**THIS TYPE WILL NOW COME INTO ITS OWN EVEN MORE THAN EVER**

A fine picture of the Westland Lysander, which has already done fine work and which will probably do even finer against Italy in the new North and East African zones. Enough has been published in this journal for our readers to have obtained an idea of the capabilities of this type of aircraft—it can reconnoitre, drop bombs, fight, and, above all, drop munitions or supplies to isolated posts. Its value over the desert lands of Africa should prove very high indeed

So the Italian Air Force is probably not so big as Mussolini and sundry other people thought it was. About 2,000 first line aeroplanes would be a fair estimate, and I doubt whether the Germans can spare much raw material to make more.

Nevertheless, we should make a great mistake if we underestimated the quality of the Italian pilots or aeroplanes. General Balbo, who really built up the *Regia Aeronautica* (the proper name for the Italian Air Force), could not have done those mass-production flights from Rome to England, Greenland, Canada, New York, the Azores, and home to Rome; and later Rome to West Africa and South America, down to Brazil and Argentina, unless he had had first class pilots as well as good aeroplanes and motors.

Also the endurance of the pilots of the *Regia Aeronautica* in the Abyssinian campaign showed that they are extremely tough. Although

BRITAIN'S COUNTERPART TO THE GERMAN DIVE-BOMBER—THE FAMOUS

Effective as the Junkers 87 has proved itself in many attacks, the British Blackburn Skua has shown itself to be a far superior aircraft. It was designed for service with the Fleet and incorporates all the necessary fixtures and equipment to suit it to oversea flying from aircraft carriers. It is not unlikely, therefore, that the Italians may soon have an opportunity of tasting its efficacy in the Mediterranean and

the Abyssinians had nothing to put up against them, the heat and the climate—and the knowledge that if one fell into the hands of the Abyssinians after a forced landing one would not survive in one piece—was a severe test and needed fortitude in pilots and crews.

Again, we shall do well to remember that the Savoia-Marchetti is still one of the most efficient weight-carrying bombers in the world, although it is several years old.

At the time of the Abyssinian war, when our foreign policy, by trying to exercise sanctions on Italy, created the Rome-Berlin axis, a bright member of my staff who rejoices in abstruse calculations by slide-rule, worked out beyond doubt that the Savoia-Marchetti should be able to fly from somewhere inside Italian territory, with a full load of bombs, drop them in England, and get home again.

Since then some of our own bombers have proved that they can carry as big a load as far as the Savoia, although perhaps in not quite the same time.

The Savoia has the further advantage that, being built of timber and bicycle-tube (naturally it is carefully selected timber and a high quality of tubing, in sizes considerably larger than are used in bicycles), basically it is built of the cheapest and most readily obtainable material, whereas our machines and those of the Germans are built of special aluminium and magnesium alloys, and special high-tensile steels, which are frightfully expensive.

For years many of us inside and outside the Air Ministry have been arguing in favour of starting a kind of second line of aircraft construction using timber and tubing. The Avro Anson, which has been one of the great successes of the early months of the war, is an example of what can be done, and the Italians have been doing it for years. That possibly is one of the advantages of being a poor country and being compelled to economise.

The influence of the Italian Air Force in the war must be considerable, but probably not so considerable as some people fear. The Italians can reach the French industrial zones in the Rhone valley and farther west, but the great Italian industrial cities, Milan and Turin, are within equally easy reach of the French bombers. Also they can reach Aden and Egypt, if our first blows, already reported in the daily papers, do not paralyse them first.

Perhaps the moral factor will be still more important than equipment. The Italians dislike the French, but the average Italian dislikes the German a great deal more, because he hates being bossed by them. Also the average Italian likes the English, and I know that many of the Italian Air Force are not whole-heartedly in this war. On the other hand, the French air crews will meet the Italians with the ferocity of a man who has been stabbed in the back enough to hurt him but not enough to put him out of action.

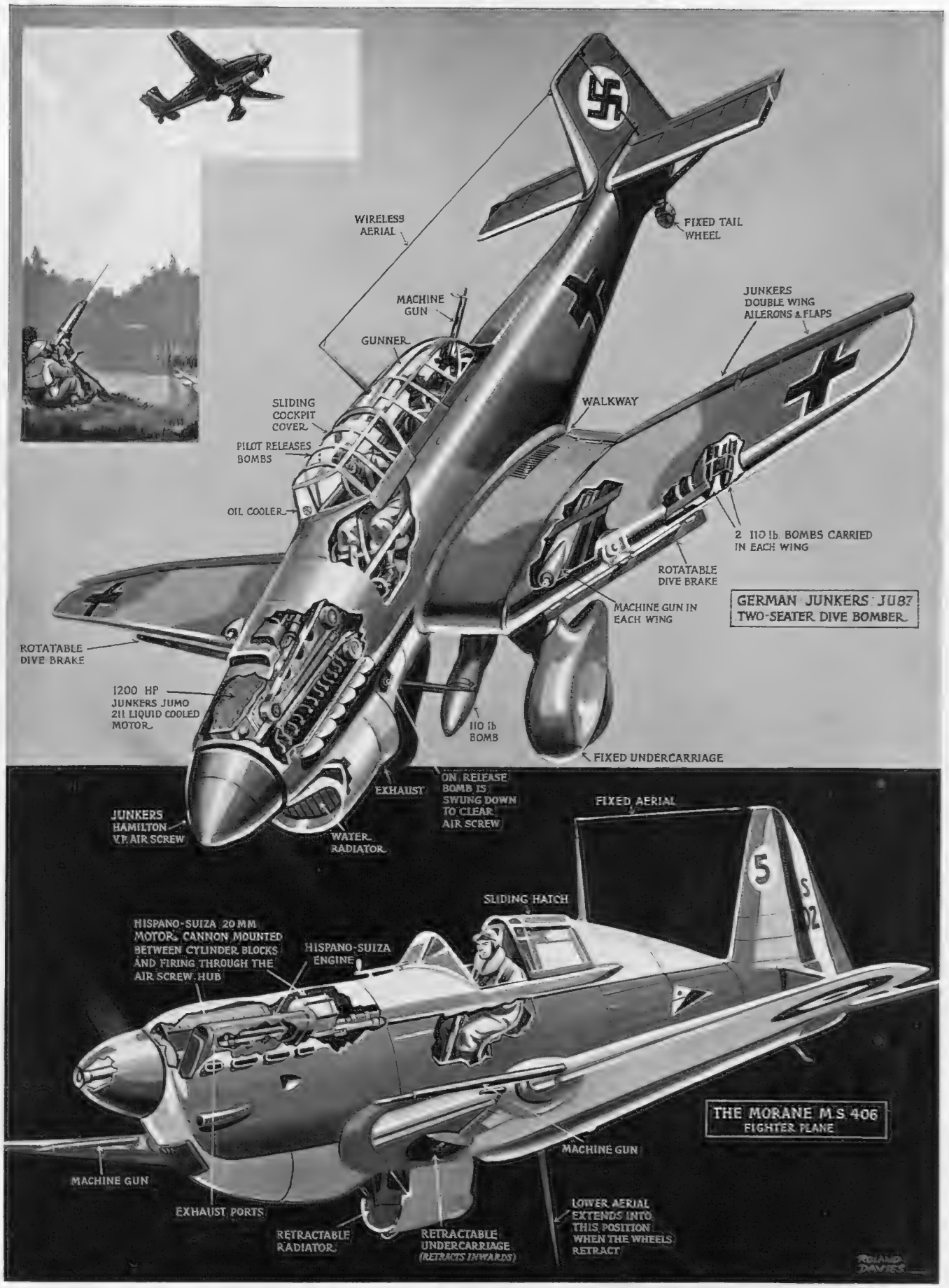
Against Abyssinia we have a strong detachment of Air Force at Aden, a useful volunteer Air Force in Kenya, largely made up of veterans of 1914–18, and we have detachments of the South African Air Force, in which are some of the finest pilots in the Empire.

Against Libya and the Dodecanese we have the main R.A.F. Middle East Command under Sir Arthur Longmore, of which one can say no more than that it is part of the regular R.A.F. and is equipped with modern aeroplanes.

Despising one's enemy is a fatal mistake, but one may easily overestimate an enemy's strength. Although we shall be fighting a nation of 45,000,000 people we shall not be fighting an air force of a size proportionate to that strength, to judge by what our own nation of approximately 45,000,000 people, plus the British Dominions, can do

An interesting corner of this war to watch will be North-east Africa, to see what Marshal Balbo's army and air force does against Egypt; and what the Egyptian Air Force does against the Italians.

GERMAN DIVE-BOMBER AND FRENCH FIGHTER



Drawing by Roland Davies

GERMANY'S MOST POTENT AIR WEAPON FOR TANK SUPPORT AND DIVE-BOMBING—THE JUNKERS 87; AND FRANCE'S MOST EFFECTIVE ANSWER TO IT—THE MORANE SAULNIER 406 FIGHTER PLANE

The dive-bomber first achieved notoriety in Abyssinia, where it gained a great reputation against the unarmed native hordes who had no counter to its deadly precision; later, in Spain, it was used in the Civil War by both Italian and German airmen on the Franco side. In the present war it has been employed largely in support of tank attacks and in dive-bombing on British and French troops. "The Stuka," as the Ju 87 has been nicknamed (from "Sturzkampflugzeug") is a two-seat monoplane, carrying its bombs slung beneath the fuselage behind the radiator and released by the pilot. It is armed with two machine-guns in the wings, and one gun on a flexible mounting in the rear cockpit. It has been reported that a siren has been affixed to each Junkers, the noise of which as it dives is deafening. British and French troops have, however, become accustomed to such a typically German innovation and are no longer intimidated by the appalling din. The dive-bomber is, of course, vulnerable to attack from the ground if the anti-aircraft gunner's fire is withheld till the last practicable moment; and some hundreds of them have been brought down by this means. The speed, which is checked in the dive by means of powerful air brakes, is 240 m.p.h. As against the German dive-bomber, the French are using as a standard fighter-type the single-seater Morane Saulnier 406. This type has been ceaseless in attack against the German dive-bomber aircraft. Its maximum speed is over 300 m.p.h. The plane is armed with a shell-firing cannon built in with the engine and two machine-guns in the wings. Piloted by French pilots, whose skill and daring is surpassed by no other nation in the world, the M.S. 406 has been doing wonderful things over the lines

BLACKBURN SKUA OF THE FLEET AIR ARM

elsewhere. Details of its armament have not yet been published by the Censor; its speed, however, is 225 m.p.h.; and in its construction there is a solidity and sturdiness which are proving of the greatest benefit under actual war conditions.

PARASHOTS:

A MULTIPLE DESCENT NEAR A SMALL TOWN: It is expected that descents of armed men would be made in groups in this fashion. One is here supposed to be dropping not far from a small town with an outlying factory in the middle distance. Other buildings in the foreground are presumed to be for the time being parashot posts. A telegraph line runs along the road towards the town. This would, if possible, be seized by the invaders

Pictorial Problems for the Parashots

This and other diagrammatic views given in this section have been planned to suggest the diversity of action which may be required in any given district

SIGNS OF LIFE ON THE COUNTRYSIDE VARY: When one begins to examine the problem of guarding a big area, it will soon be realised that parts of it are occupied more by certain classes of people than others during the working hours of the day. Here one sees men at work in connection with tree felling: the logs here might come in very useful for blocking roads and general defence purposes

A PROBLEM IMAGINED FOR THE COUNTRYSIDE WATCHER: Here is a stretch of nice arable land with roads leading to hamlets, parks and farms. From the quarry watchers observe three suspicious characters to the left and two more to the right. There is, luckily, a telephone to the neighbouring big house. A problem is obviously developing here!

VOLUNTEER PARASHOTS, STILL IN CIVILIAN CLOTHES, RECEIVE RIFLE SHOOTING PRACTICE: Hundreds of parashots are now receiving instructions in firing a rifle by Mr. Robert Churchill, the gun expert. The tuition consists of a mixture of actual firing and parashots practice aiming at clay pigeons. The training of defence volunteers in shooting at aerial targets is quite different from the ordinary musketry drill. The Gun Club, Crayford, Kent, its instructors and their friends are giving their services nightly

UNDISTURBED by the strenuous operations of the evacuation of the B.E.F. from Flanders, the work of Home Defence has been steadily going on.

The main defence of Great Britain will be the special armed bodies to be known as "Ironsides," after the name of the Commander-in-Chief of the Home Forces, Sir Edmund Ironside. These "Ironsides" will be called upon to deal with any parachutists who may venture to land on these shores and will be a highly trained mobile force, capable of dealing with the strongly armed German parachutists. Assisting the "Ironsides" is the new body known as the Local Defence Volunteers.

There was an enthusiastic response to the call for volunteers for Home Defence, 400,000 men being enrolled in a few days. Veterans from the last war eagerly took the opportunity to have their chance of fighting the enemy, and many senior officers, high in command in the Great War, are helping to administer this force.

Lord Croft, the Parliamentary Under-Secretary for War, has outlined the main duties of the L.D.V. Three vitally important tasks were—first, to provide early and accurate news of enemy landings; second, to prevent the attackers from moving forces to points of assembly; and third, by guarding tactical points and places of industrial importance. Strong bodies of regular troops are placed in various

THE TASKS BEFORE THE NEW "IRONSIDES"

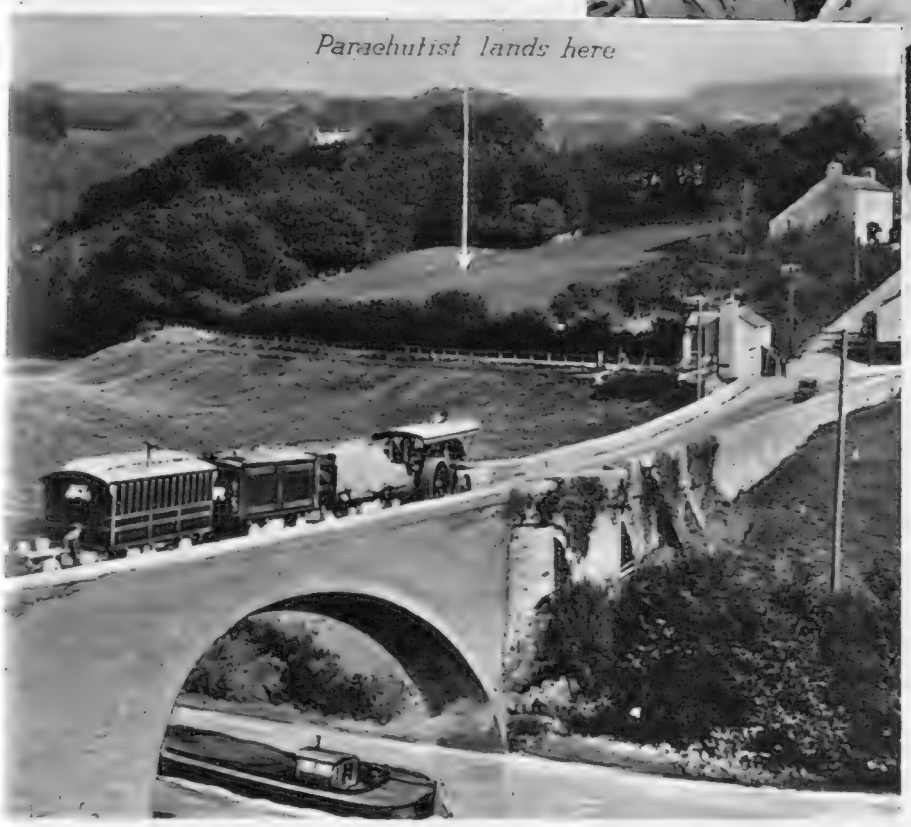
positions all over the country, ready to proceed to their threatened spot.

Critics have complained that the volunteers consist of too many gallant elderly gentlemen, armed with rifles, against a very strong and resourceful enemy armed with machine-guns and grenades, but Lord Croft maintained that "we have not only quantity but quality."

All car owners have been warned not to leave their cars, unless they have been rendered incapable of use, and the general public, in event of a parachute attack, are ordered to remain at home and not encumber the roads which must be left free for the rapid movement of the army. All garages in the neighbourhood must destroy electrical equipment.

Other duties of the L.D.V. will consist of assisting the police in the task of rounding up the Fifth Column and in watching anything suspicious in the way of lights. Many owners of cars have offered their services with their cars, which they would like to have supplied with machine-guns.

GERMAN PARACHUTISTS WHO DESCENDED IN BELGIUM: They are wearing the rimless steel helmets and are carrying bandoliers and sub-machine-guns. All are dressed in the gabardine overalls seen in other illustrations. The gabardine combinations are worn over special service trousers resembling plus-fours

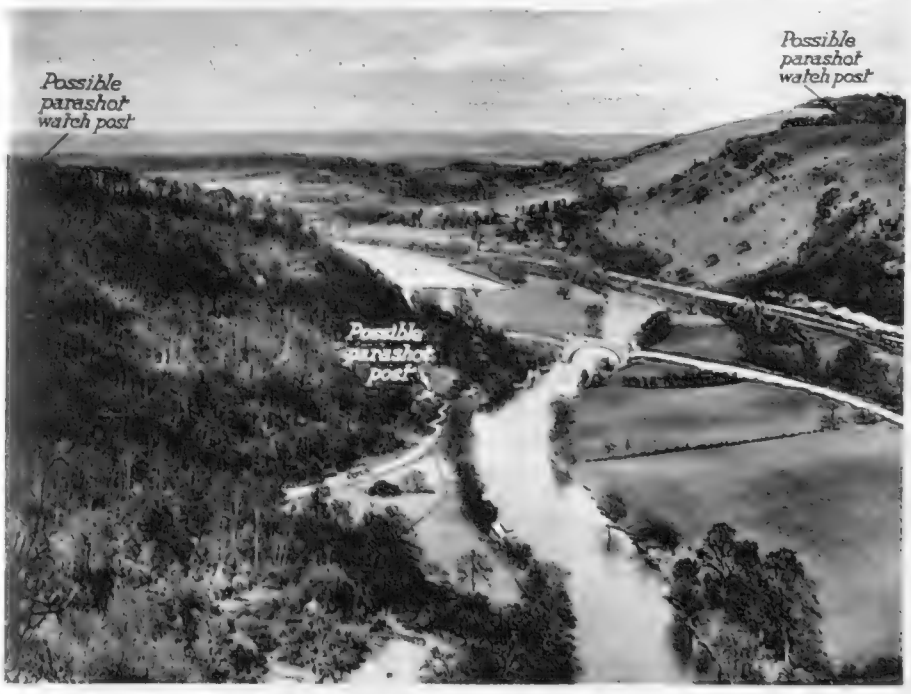


ANOTHER PROBLEM SUGGESTED: In this case the solitary parachutist invader has landed in a meadow near some thickly wooded property. If he rapidly detaches himself from his parachute the adjoining trees would probably give him a quick get-away into thick cover

The methods employed by the Nazi parachutists are now well known. They usually plan to be dropped at night in some quiet spot, where they can find some place to hide until other support arrives, or they have the opportunity to carry out their particular plan—to wreck some important bridge, or factory, or to spread panic in unsuspecting villages.

These parachutists are said to be the pick of German soldiers who are ready to take all risks and are highly trained for their dangerous work. They are heavily armed with revolvers, machine pistols, and hand grenades, while supporting planes drop cylinders containing fully loaded rifles, anti-tank rifles, and machine-guns. Their distinctive dress

(*Continued on following page*)



HILLY COUNTRY WITH RIVERS RAISES ITS OWN QUESTIONS: On the one hand, it gives good outlook posts from which a wide swathe of country can be kept under observation. On the other hand, a neighbouring hillside may veil the descent of an invader and quick action would be necessary if he is to be rapidly rounded up before he has the opportunity of doing damage or seizing a car to commit further depredations

HOW THE GERMAN PARACHUTE INVADER IS EQUIPPED: This composite view shows a German air invader wearing the grey-green gabardine overall which has hitherto been a conspicuous item of their special kit. It has short legs and full long sleeves; the collar is loose and often worn open. For the descent the overalls are worn over the equipment. The parachute harness is discarded

HOW A MULTIPLE DROP OF PARACHUTE TROOPS TAKES PLACE: It may be expected that an enemy parachute plane will release on an average about thirty men. They are dropped from the plane at a height of about 300 ft., and being released rapidly, they may be expected to reach the ground fairly close together. They do not come down, carrying bicycles and other equipment with them. Such arms and impedi use is sent down to them in cylindrical containers which are dropped to them by

THE SINGLE ENEMY PARACHUTIST WOULD PROBABLY CHOOSE LONELY COUNTRY: In a costume suitable to the work he is instructed to carry out and suitable, too, to the district in which he is deposited, the enemy parachutist finds himself, we envisage, on a lonely moorland road. All would be well if he is unobserved, but it is hoped this will not be possible unless he has great luck

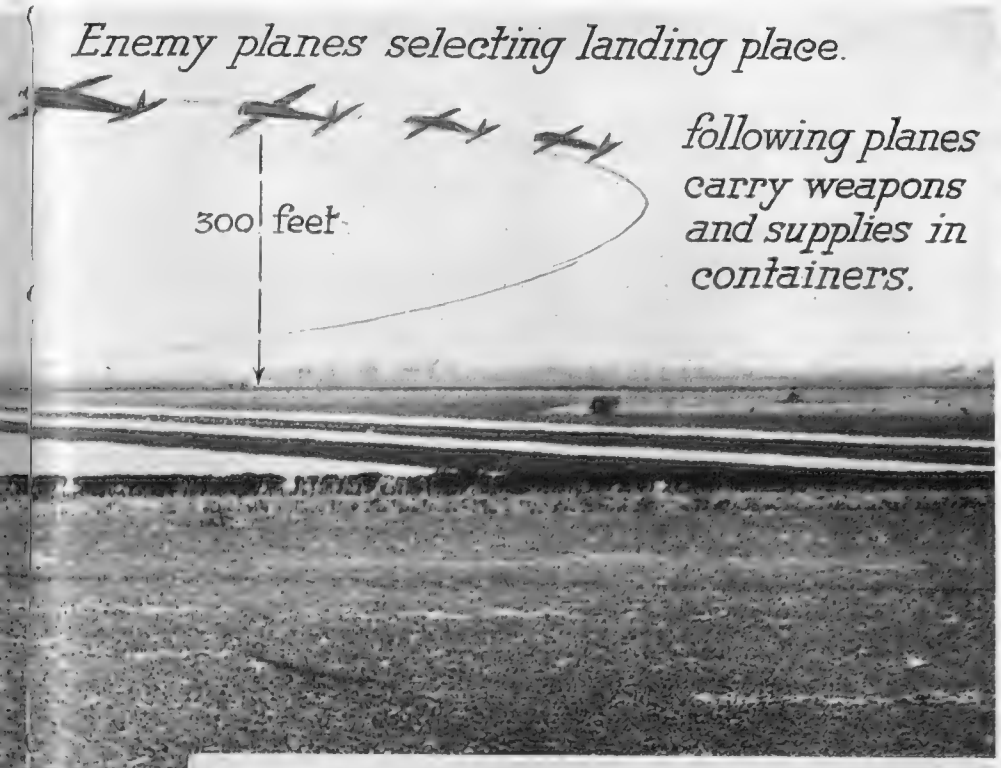
L.D.V.—The work of the Local Defence Force, which supplements the Home Defence Forces under General Sir Edmund Ironside

(Continued from preceding page)

is fully illustrated on these pages. If a body of these parachutists can seize any building they will be extremely difficult to evict.

As the Prime Minister stated in his great oration on the evacuation of the B.E.F., "We are assured that novel methods will be adopted, and when we see the originality, malice, and the ingenuity of aggression which our enemy displays, we may certainly prepare ourselves for every kind of novel stratagem and every kind

DESCENDING NEAR A RAILWAY CUTTING: There are parts of the country where railways run through very wild and sparsely inhabited districts. A few shepherds roam the moors and woods, while express trains run without stopping to their distant destinations



ALL UPLAND COUNTRY IS NOT BARE, and in some cases, as shown here, it would afford valuable cover

A GROUP OF GERMAN PARACHUTISTS: The men in this picture are individually named in the German papers and would therefore appear to be star performers of the parachute service

THE PROBABLE FORM OF THE PISTOL AND GUN CONTAINER: The container will probably take this cylindrical form and will have to be opened rapidly and the arms dispersed quickly by the enemy if the squad is to make a successful debut. The type of automatic pistol and grenade likely to be used are also shown in the upper part of the drawing. The machine pistol has a hinged metal stock which enables the pistol to be fired from the shoulder. The magazine is in the form of a vertical container extending downwards from the barrel. A good many stories, originally emanating from Holland and Belgium, told of very heavy objects being actually carried or supplied to the parachute troops. These were exaggerations, born of the heat of the moment

THE RIGHT SIDE AND BACK OF AN ENEMY PARACHUTIST: This drawing shows the rolled cape, haversacks, respirator-case, and the high boots laced at the sides. These are reported to have thick rubber soles

THE CANISTER IN WHICH PISTOLS AND SMALL GUNS ARE DROPPED

it is now stated, menta as they do following planes

of brutal and treacherous manœuvre. I think that no idea is so outlandish that it should not be considered and viewed with a watchful but, at the same time, steady eye."

In order to envisage some of the problems which different classes of scenery present, a number of illustrations are given wherein such different types as open moorland and dense woodland country are shown. With the mass of watchers and the widespread local interest in this movement the prospects of parachute troops having an unchallenged descent are being materially reduced.

The latest piece of news with regard to the L.D.V. announces the formation of a first mounted squadron, which would act as a communication service over a wide district. They will wear the L.D.V. uniform and be provided with yeomanry saddles and rifle buckets.

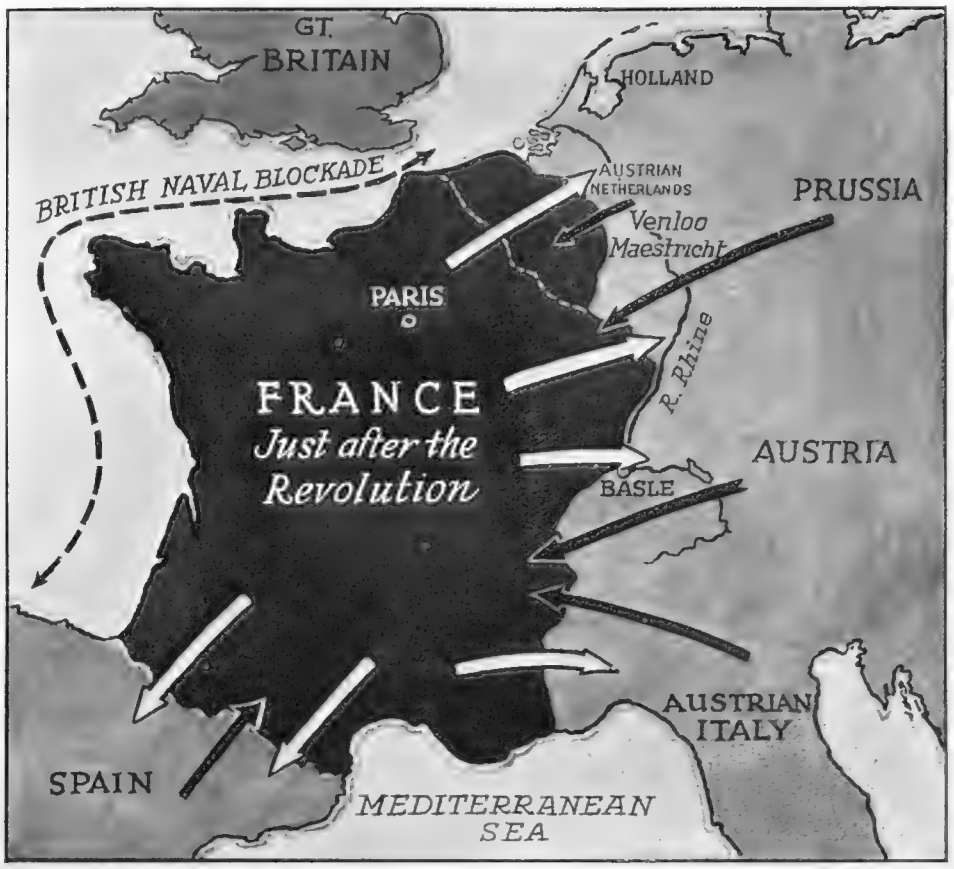
WOMEN WITH THEIR CHILDREN LEAVING A QUIET FRENCH PROVINCIAL TOWN WHICH HAS BEEN BOMBED BY ENEMY PLANES

THE ENEMY HAS PASSED THIS WAY . . .

German Bombers have Passed Over Central France at Times and have Bombed some Quiet Little Towns

LORRIES AND CARS SET ON FIRE IN A FRENCH PROVINCIAL TOWN AFTER THE DROPPING OF ENEMY INCENDIARY BOMBS. *Below*—A BOMBER CAUSES FURTHER DAMAGE BY FALLING ON TO THE ROOF OF THIS LITTLE TERRACE HOUSE. NOTE WING ON LEFT

ONCE A SUNNY, SHOPPING STREET IN A SMALL TOWN. ON THE RIGHT IS ALL THAT REMAINS OF A COSTUMIER'S SHOP, "LE VETEMENT," WHERE WOMEN AND CHILDREN WERE CATERED FOR. THE SIGN "GARCONNETS" (LITTLE BOYS) STILL HANGS ON THE BUILDING. THE "PRINTANIA" SHOP ON THE LEFT HAS FORTUNATELY ESCAPED DAMAGE, AS WELL AS ITS NEXT-DOOR NEIGHBOUR, "FOUNDED IN 1848"



ALL EUROPE FACED UP AGAINST FRANCE in the attempt to reinstate the Bourbon dynasty. In 1792–3 France replied to this threat by forming armies with extraordinary speed. The manhood of France drilled in the fields, frequently without any serious weapons

A Page from History

When France Fought and Conquered

At a Moment when Every Hand Seemed Against Her

WHEN France took up arms against Europe after the Revolution it was not thought possible that her armies would be able to stand against the regular forces of Prussia, Austria and England. It was realised that the hastily summoned armies of the Revolution were without proper munitions, that the State was bankrupt, and the men undisciplined. What was not understood was the enthusiasm for their new liberty which was burning in every soldier. No general needed to fear desertions, each man felt he was fighting for home and the New France, which had liberated him from many of the galling forms of taxation and local tyranny.

They suffered some setbacks at the hands of Austria and Spain, but once the Convention in Paris had settled the pressing problem of the King, and had sent Louis XVI to the guillotine, the country turned its whole attention to ridding France of the invading enemies. Volunteers had already joined the army in great numbers, but marching, carrying long pikes, and bearing the Tricolour. When the Convention sent out the stirring cry "La Patrie esten danger" every man responded, and gathered in their companies, not very martial in equipment, but burning with desire to drive off the Prussians and Austrians who were coming to enforce again the old tithes, to restore the monarchy, to burn barns, to rob and pillage. The volunteers came just in their peasant dress, little bundles of clothing hung at the end of their pikes, but they were crying "To conquer or to die," and such conscription was afterwards enforced and the whole of France became one armed camp. Against this general uprising the Coalition armies could not compete. There was no corresponding feeling among the Prussian, Austrian and Spanish soldiers, who were being led by their rulers to restore the Bourbons

All the villages in France had been forming armed companies, drilling and enthusiasm, properly led, carried them to victory. France was united in one national feeling, over-riding all other minor difficulties. Realising that foreigners were endeavouring to replace the yoke of the Bourbons upon them again, and in the fervour of their faith, the armies drove all before them. Discipline was restored, keen officers were promoted, and the management of supplies and munitions became efficient.

Belgium welcomed the Revolutionary army, which offered them freedom from Austrian rule, and Holland was conquered in spite of English support. The Prussians were driven across the Rhine and much of the Rhenish States occupied. By this time the Coalition Powers were growing tired of the war and getting suspicious of one another. England was disgusted with Frederick William II of Prussia, who had been receiving large subsidies, but who had shown no activity in the actual fighting, being more interested in obtaining his share of the partition of Poland, which had again fallen a victim to Russian aggression. Austria was also angry with Prussia, who had obtained the lion's share of Poland, so that only England was left with any keen interest in prosecuting the war against the revolutionary principles proclaimed by the French.

A genuine national feeling had grown up in England against the horrors of the Reign of Terror, and of the propaganda which the French were trying to spread everywhere. But with the weakening of their Allies they could only maintain a blockade and seize French possessions in the West Indies. The Republican navy had been crippled by the British Fleet under Lord Howe on the glorious First of June in 1794.

On land, however, there was complete victory for the Republican armies. At Basle, in 1795, treaties were made with all the Powers, except England, and the full independence of France was acclaimed.

On left—This inset map shows the extent of France under King Louis XVI before he met his death. The frontier differs from to-day in the region between Basle and Geneva—which now is Switzerland

The period when France was attacked on all sides immediately following the four years of the Revolution is described in the article on this page. Then came a series of victories which completely altered the situation. They led up to the opening of the Napoleonic era.

France's principal triumphs and acquisitions of territory during these years were as follows :—

December, 1792—Conquered the Austrian Netherlands.

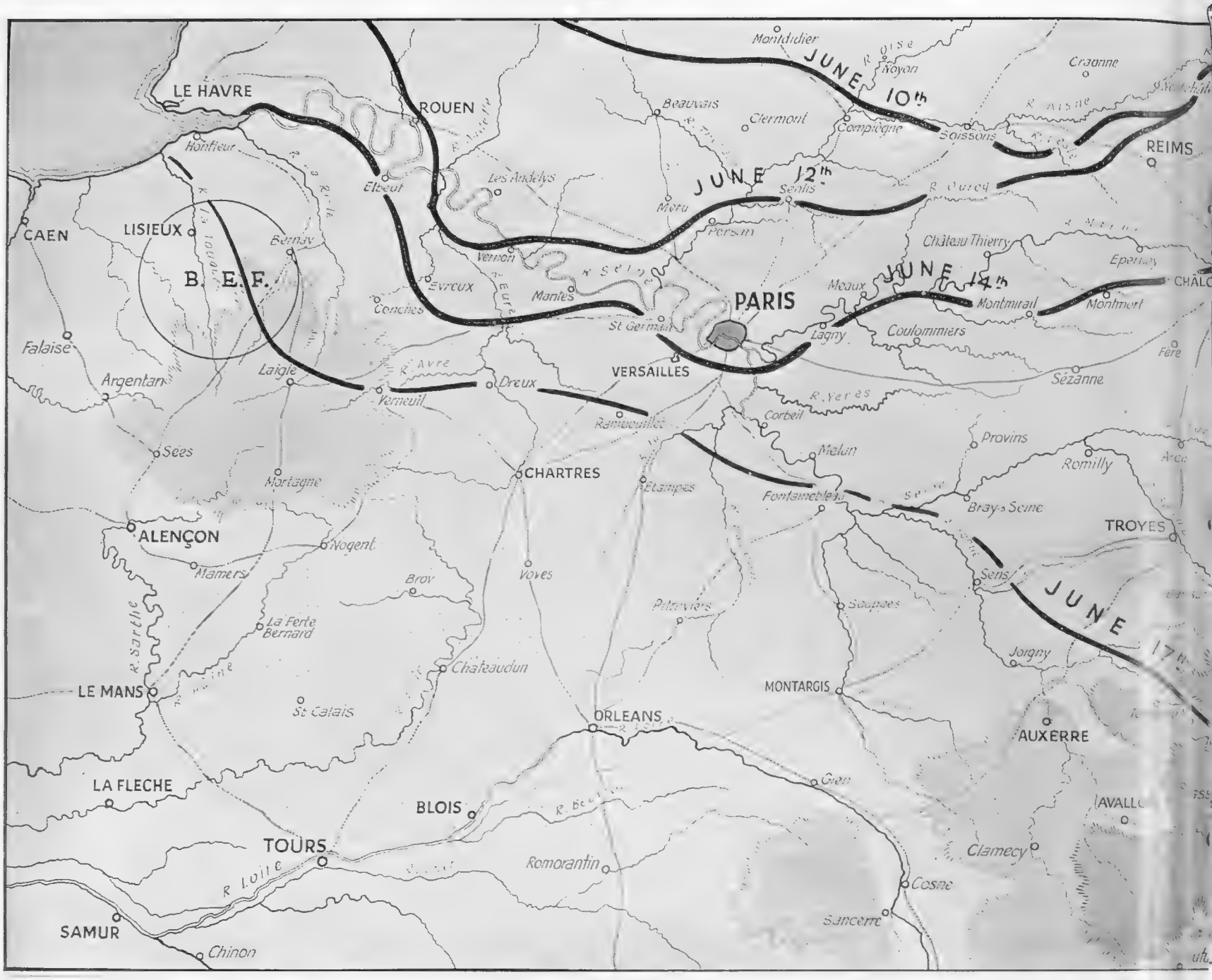
1795—Compelled Prussia to cede the left bank of the Rhine, including upper Geldern, a portion of Duchy of Cleve, Principality of Mors and Duchy of Julich.

1795—By the Treaty of The Hague, Holland had to give up Dutch Flanders, Maestricht and Venloo.

1796—Baden and Würtemberg also paid tribute to France's growing Empire by surrendering their territory on the west bank of the Rhine.

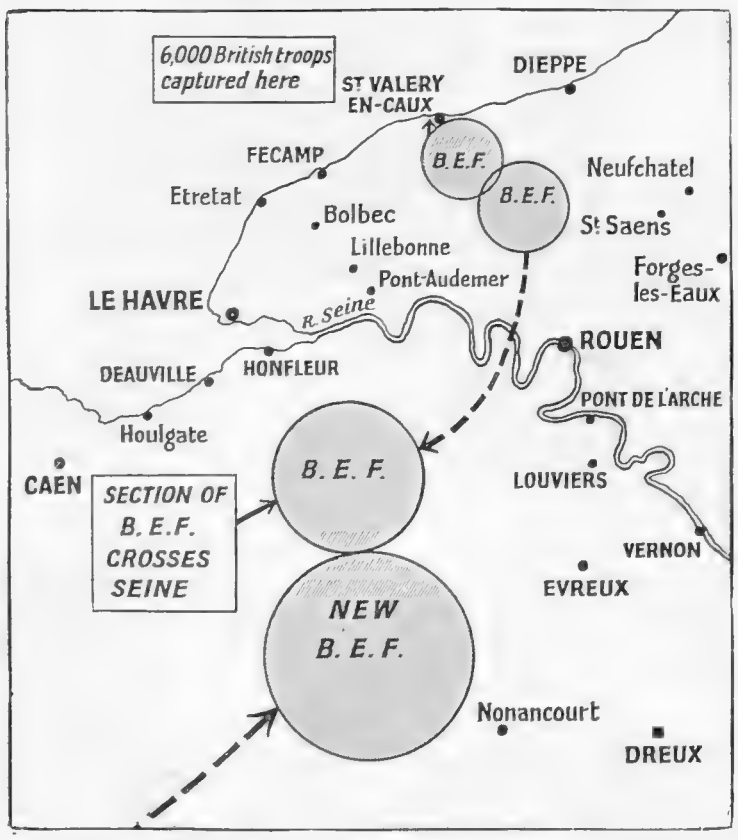
By this time, Bonaparte, the brilliant young French General was carrying all before him. In Italy—Austrian Lombardy, Venetia and part of the Papal States were taken possession of by France, and the Cisalpine Republic was created in Northern Italy. Incidentally, it was due to France's influence at this period that Switzerland became a Free State. Italy also owes much to France's political influence at this time in the gaining of her present independence.

THE FRENCH EMPIRE UNDER NAPOLEON which followed the first successes of the Revolutionary generals. The French armies marched in triumph over all the areas shown here. In 1812, France extended her immediate rule up to Hamburg in the north and down to Rome in the south. To the east lay the Confederation of the Rhine, the Austrian Empire and the northern kingdom of Prussia

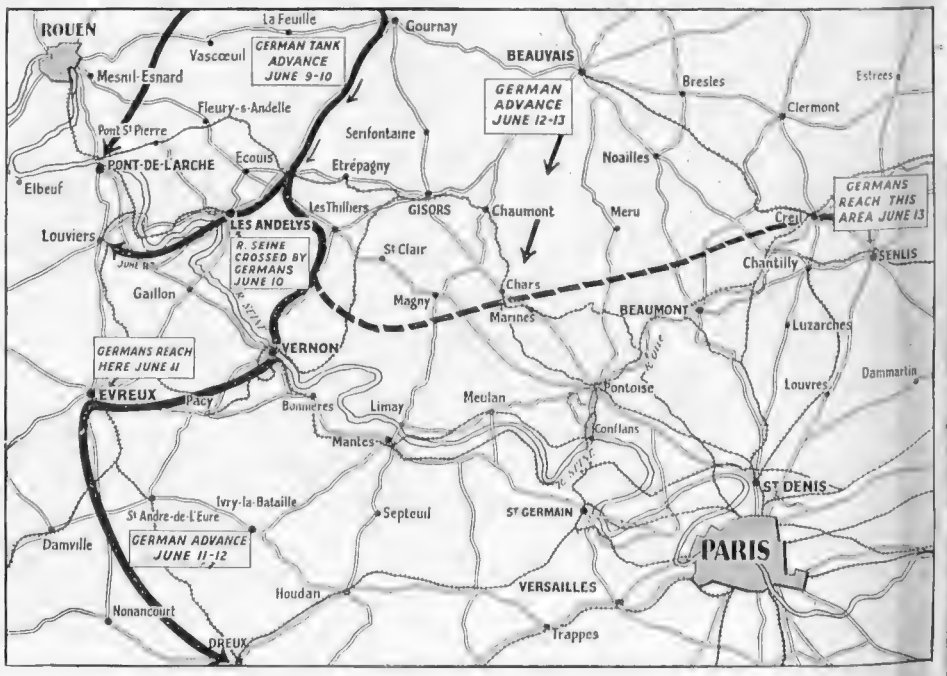


THE TIDE OF BATTLE BETWEEN JUNE 10 AND JUNE 17 WHEN THE FRENCH ARMY RETREATED TO THE LINE OF THE LOIRE

After the determined defence put up by the French Army against terrific odds from the first break-through at Sedan on May 15, it was with the keenest emotion that this country learnt of the decision of the new French Cabinet to approach the enemy for the purpose of ceasing hostilities so that France's Army could lay down her arms. This decision was promulgated from Bordeaux whither the Government had moved from Tours, its first resting place after leaving Paris. The black lines indicate the successive advances of the enemy from the Soissons Line of June 10 through the line of June 12 in front of Paris, to the line of June 14 when Paris was surrendered with Versailles. The gap of the week-end did not reveal much change, and it was not until Monday morning that the vulnerable position of the French Army became obviously evident. Lack of reserves appeared to be the reason for the inability of the French to stop the forward rush of the enemy armoured divisions. The line of June 17 stretched down to the Burgundy area of Auxerre and Avallon. On the east the German thrust was turning the Maginot Line by way of the famous Verdun fortress, Autun, Langres, and Dijon. On Tuesday the fighting still continued, the enemy pushing his mobile forces into the Doubs country and the Jura. The French spokesman also stated on Monday night that "French armies, supported by the B.E.F., were still holding well on a line running south-east from Evreux by way of Chartres to Chateaudun." After that a gap existed between this northern force and the next southern army just south of the Loire



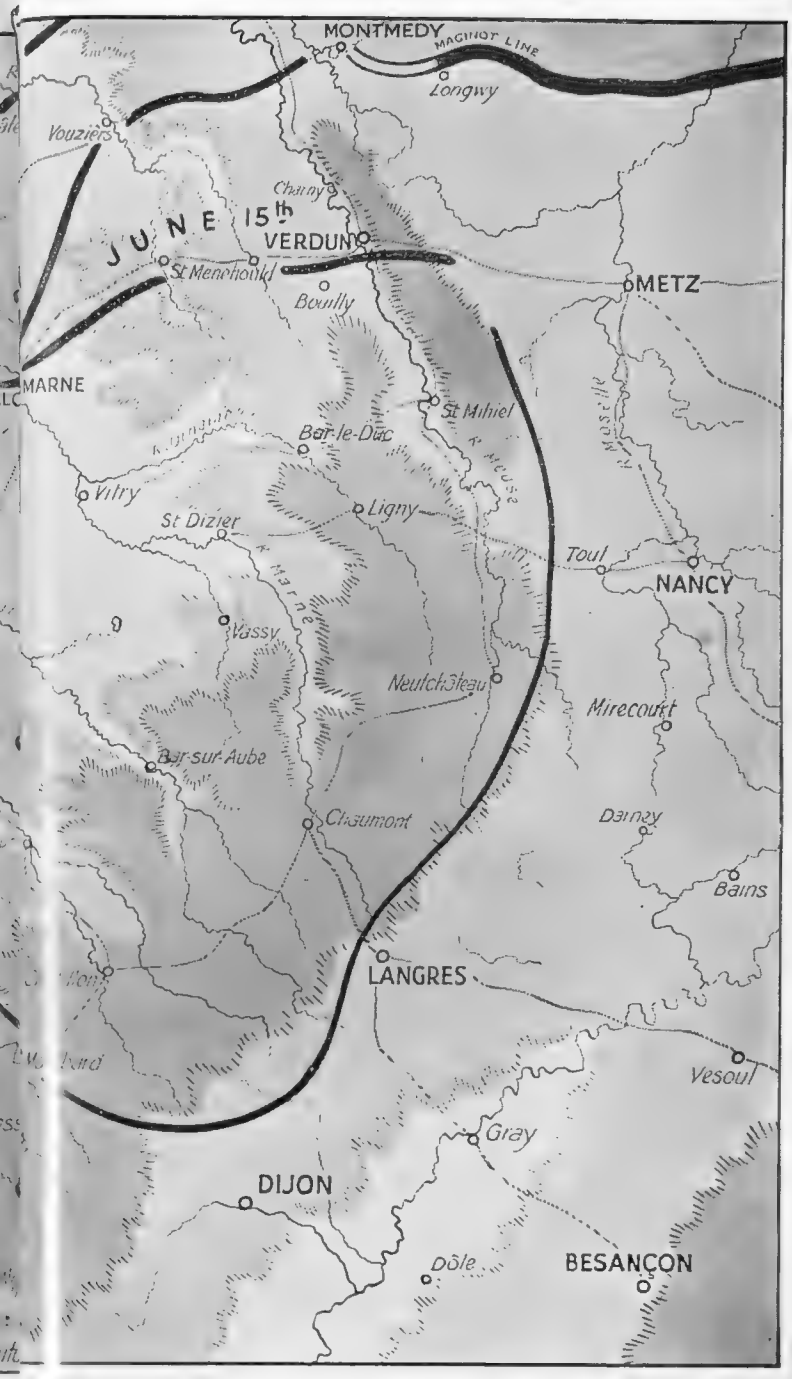
THE APPROXIMATE POSITIONS OF THE B.E.F. IN NORMANDY: This sketch map shows approximately the areas which had been held by various bodies of the B.E.F. in France since the attack on the Somme frontage. After the retirement to the Bresle River and the break-through at Aumale this force had been holding back the enemy with great determination. By the bad luck of fog descending at a critical time, part of a division was left in an indefensible position ashore. Another section attempted to proceed southwards and actually crossed the Seine as detailed by "Eye-witness." The obvious movement towards Le Havre appears to have been rendered dangerous by a German push from Rouen

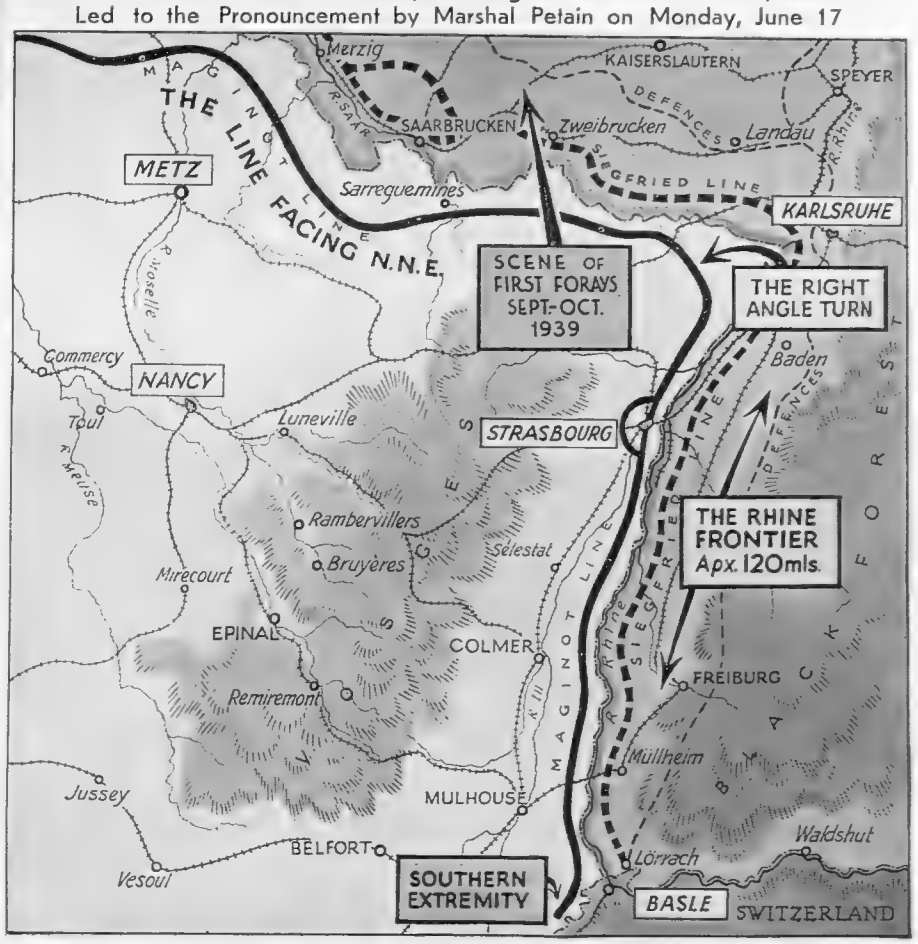


HOW THE BREAK-THROUGH AT AUMALE SPREAD AND THREATENED PARIS: The first break-through did not appear to be as serious as after events proved it to be. The infiltration of tanks was not apparently promptly arrested and the stream grew, more or less along the lines here indicated. The pontoon bridges erected by the enemy were broken from time to time, but so determined was he to gain his objectives by a given date that bridgeheads were formed at two places and the flow of mechanised units began on the south shore of the Seine. The wider advance to the river followed the Aumale thrust a day or so later

LAST PHASE OF THE FRENCH ARMY'S FIGHT

The Successive Lines of Retreat, including the Surrender of Paris, which Led to the Pronouncement by Marshal Petain on Monday, June 17





THE TURNING OF THE MAGINOT LINE: By forcing its way to the Dijon area on June 17, the German Army was enabled to outflank the great Maginot Line, which extended from Basle to Montmedy. The designer himself urged its construction as a safeguard against a sudden rush by enemy forces. It would appear that, of recent years, it had come to be regarded as an impregnable wall against which an enemy would hammer in vain. During the first couple of months after the Allied declaration of war there was considerable activity in the Saar region, several German towns being evacuated

KEY TO THE MOUNTAIN FRONTIER SCENE SHOWN BELOW: The Alps from Mont Blanc to Mont Cenis

E of the most remarkable features of the military situation during the advance of the Germans southward, prior to the vac tation of Paris on June 14, was the break-through of mechanised olu ns at a point apparently a little east of Aumale. That town es t the head of the long depression, or ditch as it is sometimes lesc ibed, of the River Bresle, which was apparently a sufficiently orn dable natural barrier to make an attack upon it not worth while. But t the head of this natural fortification the enemy found a weak pot On the night of Friday, June 7, an enemy tank column ucc eded in pushing its way through the Allied strong points in s uth-westerly direction towards the little thermal resort of orp es-les-Eaux.

A glance at the map will show that this direction was away from Pari and yet this leakage through a comparatively narrow entrance hich led to a stream of mechanised force was so disturbing to the llie l line that the evacuation of Paris was finally decided upon.

This wandering band of tanks which was observed on the Dieppe–Beauvais highway had not been "mopped up" by the morning of une 9. The reason for this not taking place was perhaps due to the fierce German attack on Breteuil—the Germans reaching that town on the night of June 8. The enemy's armoured stream flowed southwards and towards the south-east (possibly by way of Gournay) thence by roads leading to the main Rouen–Paris highway. Whatever roads they took, we find them on the banks of the Seine in the region of Les Andelys, the Forest of Vernon and Vernon itself, which lies on the south bank of the river.

It was stated in a French official communiqué that on the 10th some enemy elements had crossed the river—this had to be done by means of pontoon bridges, for by the 11th all the bridges from Rouen to Mantes had been destroyed by R.A.F. bombardment with the doubtful exception of one. On the 11th the enemy were throwing up smoke screens in order to provide an aerial cover for these endeavours to extend their bridgehead to the south. Ceaseless counter-attacks by the French were reported on the same day, when it was said that all the German attempts to cross the Seine had failed, except at Vernon. After crossing at this point some German columns were presumed to be pushing towards Louviers, that is, away from Paris, and almost due south of Rouen.

During the period of this break-through, part of the B.E.F. were holding the territory to the west until dislocation occurred prior to the retreat west and south. It is on the 12th that one hears of British units taking their share in the resistance to these invading forces south of the Seine.

THE HIGHEST PART OF THE MOUNTAIN FRONTIER BETWEEN FRANCE AND ITALY: This is one of the most spectacular parts of the frontier between France and Italy. It includes the massif of Mont Blanc, half French and half Italian. In the centre is the St. Bernard Pass with its world-famous hospice. Farther to the south is the Mont Cenis tunnel, through which the Paris–Turin expresses travelled. In the foreground are well-known places such as Annecy, Aix-les-Bains and Chambery, delightful spots with a mountain background and rushing rivers of clear foaming water which add to their charm. Grenoble lies a little to the left of the picture here given

LEAVING FOR THE SAFETY OF THE WEST COUNTRY—A PARTY OF CHILDREN ARRIVING AT A LONDON STATION FOR EVACUATION TO A SAFETY ZONE. "WHATEVER ELSE THE CHILDREN MAY FORGET, NONE OF THEM NOW FORGETS A GAS MASK," SAID A TEACHER

The Great Evacuation

London's Schoolchildren Leave the Great City for the West

A start was made on Saturday with the task of shifting 120,000 London children to reception areas in eleven counties. Some children went as far afield as Totnes and Newton Abbot

OFF TO THEIR NEW HOMES—YOUNGSTERS ARRIVING WITH THEIR LUGGAGE FOR EVACUATION TO THE WEST

TROOPS ARRIVE AS THE CHILDREN EVACUATE—A STUDY IN CONTRASTS AT A LONDON TERMINUS DURING THE GREAT EXODUS

AT PADDINGTON—SHEPHERDED BY THEIR TEACHERS AND BY VOLUNTEER HELPERS, A BODY OF LONDON SCHOOLCHILDREN TAKE TRAIN TO THEIR NEW BILLETS IN THE WEST COUNTRY. THIRTY TRAINS ON SUNDAY WERE DIVIDED BETWEEN THE GREAT WESTERN AND THE SOUTHERN RAILWAYS

Above, A PARTY OF EVACUATED CHILDREN FROM THE S.E. COAST BILLETED IN A VILLAGE NEAR CHEPSTOW TAKE THEIR LESSONS IN A HAYFIELD ADJOINING THE VILLAGE SCHOOL. *On left*,—A LITTLE GROUP OF EVACUEES GOING OUT TO EXPLORE THEIR FASCINATING NEW SURROUNDINGS IN A BEAUTY SPOT IN THE NORTH OF ENGLAND

Sweet Memories of Devon

We got up early and walked across Exmoor and were fortunate enough to see a magnificent specimen of the wild red deer which roam the forests and moors of this romantic part of Devon

We had often heard of Fingle Bridge as a famous beauty-spot, but none of us had ever been there. It was even lovelier than we had imagined, and we rested for a while on the bridge, feasting our eyes

The Whiteway Cyder apple orchards at Whimple, which are the largest in the World, were in full blossom and were a magnificent sight. We all loved the little white pigs, which skipped about playfully under the trees

Then we had a picnic lunch where the view was magnificent. With our lunch we enjoyed the famous Whiteway brand of Sweet Sparkling Devonshire Cyder, which costs only 11½d. per flagon. The children had Cydrax (non-alcoholic) costing 10d.

After lunch we saw hundreds of the shaggy little ponies which run wild over the solitudes of Dartmoor. The hills are very steep, but Whiteways' Devon Cyder is not 'heady' and we felt quite safe driving

The sun was sinking over the Cathedral when we got back to Exeter. The peace and quiet of the Cathedral Close provided a fitting end to a perfect day. Sweet memories of Devon

Whiteways' Cyders, Medium Sweet at 11½d. per Screw Quart Flagon (in local Counties 11d.) or Dry at 1/-, also Cydrax, non-alcoholic, at 10d., are obtainable from all Wine Merchants and Licensed Grocers. Cydrax is also stocked by most Grocers and Unlicensed Restaurants. **Insist on WHITEWAYS'** which are genuine Devonshire Products, and **REFUSE ALL SUBSTITUTES**

CVS—44

OIL STORAGE TANKS IN VENICE BOMBED: A view of the Vittorio Emanuele Canal bank on which are situated a number of oil tanks which were recently bombed and set on fire by the French Fleet Air Arm before the French asked for an armistice. French warships also shelled the Italian coast

GERMAN INDUSTRIAL WORKS DESTROYED: The great Rochling iron and steel works at Volklingen in the Saar Valley on which the R.A.F. carried out a severe bombing attack

ADVICE TO WAR-TIME PRIVATE MOTORISTS

Utmost Caution Must be Exercised and Sentries Obeyed

By A. PERCY BRADLEY, M.I.A.E., A.M.I.Mech.E.
(*Clerk of the Course, Brooklands*)

SUGGESTIONS have been put forward that in the present circumstances all private motoring should be prohibited. People who are not motorists themselves probably imagine when they see uncamouflaged saloon cars being driven along the road that the occupants are out for a joy ride. The presence of such vehicles on the highways has obviously prompted the suggestion that they should be immobilised. Personally I do not think that there is much pleasure motoring at the present time, and the private cars using the roads are either being employed for business purposes or to take workers in war industries from their homes to the factory. Few people realise what a large proportion of workers who are in employment outside the big cities depend entirely on cars to get them to and from their works.

People to-day have very little time to indulge in pleasure motoring and in any case the rationing of petrol controls activities in this direction. If there was any shortage of petrol the authorities would very quickly reduce the monthly allowance, which they can do at any moment as the coupons are made out in units and although each unit is now a gallon it would only require a statement over the wireless to reduce it straight away to half a gallon or a quarter. I think, therefore, that the supply of petrol cannot be brought forward as an excuse for stopping all private motoring.

It might conceivably be argued that the presence of private cars on the roads at the present moment is a definite nuisance to the military and the police. Again I repeat that the number of cars, the occupants of which are on pleasure bent, is a small proportion of those on the roads at any given moment and so even if they were banned the position would not be altered appreciably.

I would plead most earnestly to all car drivers to move along cautiously and not to indulge in high speed. Anyone who has travelled at all of late knows that obstructions are likely to be encountered at places where they cannot readily be seen and so unless the utmost caution is exercised at all times accidents will occur. We do not want a repetition of the state of affairs which arose when the black-out and lighting restrictions were first introduced. If the number of accidents caused by the road obstructions were to become really material all motoring might be severely controlled.

COMFORT FOR THE FIGHTING FORCES: A scene at the opening of a Salvation Army Club, the first to cater jointly for A.T.S. and soldiers, at Mill Hill Barracks. 750,000 servicemen are enjoying the homeliness of the Salvation Army Red Shield Clubs every week. Scores of mobile canteens, here and overseas, each visit twelve or more isolated units every day. Navy men, airmen, merchant seamen, Canadians, Anzacs, Women's Auxiliary Forces—all are served. It costs £5 a week to maintain a mobile canteen in Britain. To provide and equip a canteen ambulance £350 is needed, and a Red Shield Club costs £1,000. Every gift, no matter how small, will help the Salvation Army in this urgent national service. Donations should be addressed to General Carpenter, 101, Queen Victoria Street, London, E.C.4

Drivers must be particularly careful to stop immediately when challenged by a sentry or police official. In fact, if a member of the Forces is observed to be on duty on the highway, slow well down before approaching too near. We must remember, too, that these men in khaki or blue are not carrying out their job either for their own amusement or to cause unnecessary delay to the car drivers. They are merely performing a duty which is obviously for the protection of the whole community. I do hope that the military who are not accustomed to what almost amounts to police work realise a driver travelling along even at 40 m.p.h. in a closed car cannot hear a challenge very easily. The voice must be raised to almost a shout before the driver can hear. As the consequences of not stopping are apt to be extremely serious it is very necessary that the driver should always be alert and drive with caution, and the military, on their part, should issue their commands as loudly as possible.

Recently on a lovely summer's day I drove a sports two-seater with the hood and windscreen down. Not being as young as I used to be, the conditions have to be very favourable for me to indulge in, what I might call, speedy open-air motoring. My journey was only 30 miles in length, but in that distance I was able to recapture the thrill of motoring which those of us who drove before 1914 really enjoyed. I do not believe that more than a quarter of the motorists who were to be seen on the roads before the declaration of war have ever experienced this particular thrill. It is all very pleasant driving in a saloon car at slow or fast speeds, but it is not motoring.

I learnt another thing from this short journey and that was how with windscreen and hood down no rattles or squeaks can be heard; in fact, the roar of the air passing one's ears completely blots out all other noises. On one occasion I found I was revving the engine to an extent which I certainly would not do under usual conditions. What a happy time the coachbuilder of old must have had because running under open conditions as most cars did in the early days the owner would certainly not complain of rattly doors, squeaky seats or any whistling through cracks. I would strongly advise anyone who has a friend with an open car to ask for a lift on a real fine day. To anyone who has not previously experienced the joy of the air rushing past one's face it would almost be forgivable to take extreme steps in order to have such a ride.

LEAVING WITH AMERICAN EVACUEES: The United States liner *Washington* which left Galway for New York. She had on board 2,000 passengers from Great Britain, Ireland, and the Continent who are fleeing from the European war zone. So great was the demand for sleeping accommodation that cots were placed in every available space. American flags were painted on the sides of the ship

AMERICANS EMBARKING AT GALWAY: Passengers going out to the *Washington* by tender at Galway. The liner was sent over especially to take back the refugees. On her journey to Europe, she was stopped by a German submarine and the crew forced to take to the boats under a threat of torpedoing before she was released and allowed to continue her voyage

Famous QUEENS

The Queen's Bays (2ND DRAGOON GUARDS)

The 3rd Regiment of Horse was raised in 1685. Called Princess of Wales' Own Regiment of Horse in 1715; the Queen's Own Royal Regiment of Horse in 1729 and the 2nd (Queen's) Regiment of Dragoon Guards in 1746. Ordered to be mounted on bay horses and called Queen's Bays in 1767. Qualities common only to a particularly fine strain of horses, gave a name to the regiment.

HIGHLAND QUEEN

GRAND LIQUEUR SCOTCH WHISKY

owes its distinction to qualities common only to the very fine whiskies of which it is blended — mellowness and flavour induced by age.

These exceptional whiskies are the product of long established distilleries owned by the largest independent distillers in Scotland.

MACDONALD & MUIR LTD., LEITH; EDINBURGH, also GLASGOW and LONDON

UNLIKE any other razor the

Eclipse

RED RING RAZOR

HEATH ROBINSON

AUTOMATICALLY CENTRES THE BLADE

(so that both edges shave alike

HAS A MAGNETIC PICK-UP

(to retrieve fallen blades)

TAKES ANY MAKE OF WAFER BLADE

HAS MICROMETER ADJUSTMENT (for light and stiff beards)

IS PRECISION BUILT THROUGHOUT

and with the

'ECLIPSE' SUPER BLADE forms the world's best shaving combination

RAZORS 2/6 to 10/6
BLADES 3 for 1/- 5 for 1/8

Obtainable from all usual suppliers
Made by JAMES NEILL & CO (SHEFFIELD) LTD

Clear that Cold with VAPEX

BREATHE THE VAPOUR

V194

WAR WORKERS' RISKS

***WARNING!* Danger of Rupture and Strain in Services, A.R.P., A.F.S., Special Police.**

Prevent Rupture, Fatigue, Chills. Glorious Relief, Comfort! **FREE 14-DAYS' TRIAL.** Popular Model, **3/9.** De Luxe, Softer, Better, **5/6.** A.R.P. Service Model (Gasproof) **7/-.** Adjustable Aeromesh Mayfair, **13/6.** At Outfitters, Chemists, Sports Shops, or send P.O. and waist size to:—

HURTLEY LTD.,
Box 983, Victoria Park Mills, KEIGHLEY.

***LITESOME* FITNESS UNDERWEAR**

HARROGATE

is Britain's Spa supreme for

HEALTH AND HOLIDAY

The "All Inclusive Cure" Scheme provides you with Medical Attention, Waters, and all treatments at

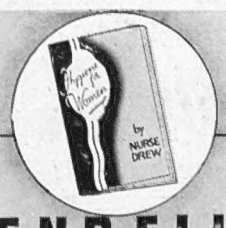
A FIXED FEE

Take a Cure and Holiday this Year!

TRAVEL BY RAIL

Monthly Return Tickets—Any train, Any day, From Anywhere
Free literature from F. Wilshere, Information Bureau

ASK YOUR CHEMIST FOR FREE BOOKLET



"HYGIENE FOR WOMEN" BY NURSE DREW

RENDELLS

PRODUCTS

FOR FEMININE HYGIENE

APPROVED BY DOCTORS

If you wish, write to NURSE DREW, VICTORIA HOUSE, SOUTHAMPTON ROW, LONDON, W.C.1.

In Quest of Good Hotels

By ASHLEY COURTENAY

Mr. Ashley Courtenay is always pleased to advise "Sphere" readers of hotels, both large and small, known to him personally. Letters, accompanied by a 2½d. stamp for reply, should be addressed to him, c/o the Editor, THE SPHERE, *32-34, St. Bride Street, London, E.C.4. Personal and telephone inquiries, however, cannot be accepted.*

DURING the past weeks of fine weather several people have commiserated with me on living in London. "Whenever we stay there we find it so hot and stuffy," I have been told. My answer to such allegations is that the speakers don't stay at the right places. I know at least one hotel where, without the aid of artificial fans, you can be as cool as though you were in a Surrey garden, as comfortable and well cared for as though you were in your own home.

Facing a friendly phalanx of green trees, within a few minutes' walk of London's most popular shops, yet far enough from its busiest streets to be quiet, the Dorset Square Hotel is the complete retort courteous to those who scorn London as noisy or dirty. Of noise there is none, and as for dirt I don't think the visitors to the Dorset Square Hotel get a chance to see what dirt looks like. Never have I seen a place that "shone from top to toe" as does this hotel. You will find yourself reflected a dozen times in walls, floors, and furniture, so assiduously are they polished daily.

The two lounges are cool and airy, the staircases wide and shallow, and the beautifully furnished bedrooms with their open windows, high ceilings, thickly carpeted floors, spell luxury, obtainable at anything but a luxurious price.

"Nothing too good for my guests" is Mrs. Burlingham's motto, and one to which she strenuously adheres. The food, beautifully cooked, is also astonishingly varied when one considers the difficulties of war-time catering, and attractively served in a dining room whose walls, curtains and fittings are all that dull shade of creamy pink so flattering to the feminine complexion.

Mrs. Burlingham has two absorbing passions in life, the success of her hotels (for the Dorset Square Hotel has a sister in the country, the Boscarn Hotel at Looe), and the collection of old china, glass and furniture. When she can find time to escape for a little from her numerous duties in Dorset Square she makes for sale-rooms, usually returning triumphant with some Worcester plates, exquisite specimens of Bristol glass or a "period piece" in the furniture line. These treasures are not kept under lock and key, but are to be found in various parts of the hotel, a perpetual delight to the connoisseur, and an instant attraction even to the amateur eye.

From Dorset Square to the sea wall at Looe is quite a step, even in these days of modern transport, but it is a step worth taking, and you need have no reluctance about leaving the friendly atmosphere of Dorset Square, for that same air of pleasant "homeliness" is awaiting you at Looe.

I suppose the broad outlines of geography were taught in every school, and remembered by most of us, but I would imagine that few people can tell you offhand what type of coastline is peculiar to which of our seaboard counties. It is worth remembering nowadays that the coast of Cornwall is essentially rugged, inaccessible to the invader, and an ideal spot for a sea-and-sun pick-me-up.

With the dining room and all the lounges facing directly on to the sea, there is no chance of being sun-starved, a point to be remembered for those who normally go farther south in search of sun at this time of the year. Fishing, golf, tennis and sailing are all to your hand, and for those super-energetic souls who can play games all day and dance half the night, there is a delightful panelled ballroom.

Thinking once more of the people who find London stuffy yet are compelled by circumstances to live in it, and are always looking for places "just outside" where they can get a welcome refresher, I would suggest a visit to West Park Lodge, Hadley Wood, near Barnet. It is only 12 miles from the heart of London, yet from the grounds of the hotel you cannot even see a housetop, let alone another building. Within thirty-five minutes of travel from hot, dusty Piccadilly, you can be standing by the cool waters of a lake, strolling over green lawns or basking on a sun-terrace.

Within, the panelled lounge hall spells coolness and comfort, while upstairs each bedroom, instead of being numbered, is called after a jewel and decorated in the appropriate colour. It is an ideal spot for golfers, the Hadley Wood course being at the drive gates, while those who like their fruit and vegetables "fresh from the root" should remember West Park Lodge; when I walked through its huge walled kitchen garden I saw not only apples, pears and plums galore in embryo, but every conceivable kind of vegetable, and peaches under glass.

ANSWERS TO CORRESPONDENTS

D. C., Nottingham.—I think I have got the very place for your purpose. It is Huntly, Bishopsteignton, near Teignmouth. It is 14½ miles from Exeter, and can be reached either from Teignmouth station or from Newton Abbot. You will be charmed with the peacefulness and quiet of this admirably run hotel, and Mrs. Feddon, who personally looks after it, especially caters for people on leave, so I have asked her to send you particulars. Do go there!

R. R. S., Saltdean.—Replying to your inquiry regarding the North Devon coast. Without a doubt the place you are looking for is Saunton Sands Hotel, because it is first rate, and you can get good bathing and golf at the front door.

THE SHAFTESBURY HOMES AND "ARETHUSA" TRAINING SHIP

Amidst the great difficulties which this Society is facing at the present time to keep its work going to full capacity, much encouragement is found in letters from subscribers bearing testimony to the efficacy of the work. The following was one such—"I have pleasure in renewing my subscription under the tax free scheme as before. I am much interested in your work, particularly in the *Arethusa*. The boys I sent to her in the past had a most splendid training, and were turned into fine lads." Will you, too, become a subscriber, and help more lads to receive the splendid training given? Full particulars from 164, Shaftesbury Avenue, London, W.C.2.

CENSORSHIP REGULATIONS

Readers are free to post this paper to any country other than the following, to which only the publisher or newsagent with a permit may post: Italy, Ruthenia, Holland (Netherlands), Belgium, Luxemburg, Denmark, Switzerland, Hungary, Yugoslavia, Sweden, Japan, China, Norway, San Marino, Union of Soviet Socialist Republics, Finland, Estonia, Latvia, Lithuania, Spain, Bulgaria, Thailand (Siam), Vatican City, Rumania, Turkey, Greece, Portugal, Monaco, Lichtenstein, Andorra, or any dependencies thereof.

CONDITIONS OF SALE AND SUPPLY

This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publishers first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 1s.: and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade: or affixed to or as a part of any publication or advertising, literary or pictorial matter whatsoever.

THE SPHERE REGISTER OF HOTELS

The majority of these hotels are personally known to our Hotel Correspondent, Mr. Ashley Courtenay, who will be pleased to give further details regarding them to readers who write to him, c/o "The Sphere."

ENGLAND

Aldeburgh.—Wentworth Hotel. Tel. 312 & 313.
Bath.—Lansdown Grove Hotel. Tel. 3235/36.
Bexhill-on-Sea.—Hotel Riposo. Tel. 472.
Bishopsteignton (S. Devon).—Huntly Hotel.
Blackpool.—The Headlands. A.A. & R.A.C.
Bognor Regis.—Royal Norfolk Hotel.
Boscastle.—Welltown Manor Guest Hse. Tel. 17.
Bournemouth.—Bourne Hall Hotel. Tel. 5.
Bournemouth.—Tollard Royal.
Brighton.—The King's Hotel.
Brighton (Rottingdean).—Tudor Close Hotel.
Bushey.—Bushey Hall Hotel.
Cerne Abbas.—The Old House. Tel. 72.
Chipping Campden.—Cotswold Hse. Htl. Tel. 330
Crowborough (Sussex).—The Crest Hotel.
Dulverton.—Carnarvon Arms.
Dulverton (Som.).—Woodcote Hotel. Tel. 129.
Exeter.—Royal Clarence Hotel.
Falmouth.—Greenbank Hotel.
Falmouth.—Hydro Hotel.
Folkestone.—Princes Hotel. Telephone 2666.
Folkestone.—Queen's Hotel. Telephone 2219.
Goring-on-Thames.—The Bull. Tel. Goring 57.
Grassington (Yorks.).—Devonshire Hotel. Tel. 25
Hove.—Dudley Hotel. Completely modernised.
Looe.—Boscarn Hotel.
Lyme Regis.—Hotel Alexandra. Tel. 10.
Lytham (Lancs.)—Clifton Arms Hotel.
Manchester.—Bowdon Hydro.
Paignton.—Ravenswood Hotel. Cliff Road.
Paignton.—Redcliffe Hotel.
Plympton (nr. Plymouth).—Elfordleigh Hotel.
Salisbury.—Old George Hotel. Tel. 3189.
Sanderstead (Surrey).—Selsdon Park Hotel.
Scarborough.—The Grand. 'Phone: 1053.
Sidmouth.—Cedar Shade Hotel.
Sidmouth.—The Torbay Hotel.
Sidmouth.—Victoria Hotel.
Torquay.—Headland Hotel. Torquay 2161.
Torquay.—Lincombe Hall. Tel. 2302.
Torquay.—Roslin Hall Hotel. Tel. 4373 (2 lines)
Treyarnon Bay (Cornwall).—Waterbeach Hotel.

ENGLAND—*continued*

Tunbridge Wells.—The Spa Hotel.
Twyford (Berks.).—Grove Hall Hotel. Tel. 106
Weymouth.—Royal Hotel. Tels. 627 & 628.

ENGLISH LAKES

Keswick.—Borrowdale Hotel. Borrowdale 24.
Keswick.—Royal Oak Hotel.

LONDON

Ambassadors Hotel, W.C.1. Tel. Euston 1456.
Bailey's Hotel, Gloucester Road, S.W.7.
Dorset Square Hotel. Off Baker St., N.W.1.
S. Kensington Htl. Queen's Gate Terrace, S.W.7.

SCOTLAND

Gairloch (Ross-shire).—Gairloch Hotel.
Glen o'Dee (Banchory).—Royal Deeside Hotel.
Grantown-on-Spey.—Grant Arms Hotel.
North Berwick.—Marine Hotel.
Oban.—Alexandra Hotel.
Onich (Inverness-shire).—Creaghdhu Hotel.
Pitlochry.—Atholl Palace Hotel.
Pitlochry.—Pitlochry Hydro.
Rothesay.—Glenburn Hotel.
Skelmorlie.—Skelmorlie Hydro.
Stranraer.—Auld King's Arms.
Troon.—Marine Hotel.

WALES

Tan-y-bwlch.—Oakeley Arms Hotel.

NORTHERN IRELAND

Belfast.—Grand Central Hotel.
Rostrevor (Co. Down).—G.N.R. Hotel.

EIRE

Bundoran (Co. Donegal).—G.N.R. Hotel.
Dun Laoghaire (Kingstown).—Ross's Hotel.
Glendalough (Co. Wicklow).—Royal Hotel.
Greenore (Co. Louth).—G.N.R. Hotel.
Greystones (Co. Wicklow).—Grand Hotel.
Kingstown (Co. Dublin).—Royal Marine Hotel.

THE SPHERE IN WARTIME

OWING to the paper shortage it is essential to place a standing order with your newsagent to make sure of getting your copy of THE SPHERE each week.

By a Paper Control Order, the output of British paper is drastically restricted and all publications are compelled to exercise the strictest economy and in future no periodicals can now be stocked for casual sale. It is therefore imperative to place an order for your copy each week.

Those desiring to have THE SPHERE sent to friends in neutral countries should send a subscription to The Publisher, Illustrated Newspapers, Limited, 32-34, St. Bride Street, London, E.C.4. Subscription rates are given hereunder.

Published at 1/- Weekly

	Twelve months, including Xmas Number	Six months, including Xmas Number	Six months, no extras	Three months, no extras
INLAND	£3 0s. 10d.	£1 11s. 7d.	£1 9s. 3d.	14s. 9d.
CANADA	£3 0s. 8d.	£1 11s. 5d.	£1 9s. 3d.	14s. 9d.
ELSEWHERE ABROAD	£3 5s. 6d.	£1 14s. 8d.	£1 11s. 8d.	15s. 10d.

The above terms are inclusive of postage.

PRINTED IN ENGLAND by EYRE & SPOTTISWOODE LIMITED, *His Majesty's Printers*, at East Harding Street, London, E.C.4, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., 32-34, St. Bride S... London, E.C.4.—*June 22, 1940.* Entered as S... New York (N.Y.) Post Office, 1903.

And this can be your bedroom view at

TOLLARD ROYAL HOTEL BOURNEMOUTH

Terms and details from Miss P. E. WOOLCOCK

An 18th-century coaching house, the pride of 20th-century days. Sample the cocktail lounge, grill and ballroom. Enjoy a good cellar, good food and good nights.

Royal Clarence Hotel
EXETER

"Neath the shadow of a Symphony in Stone."

Write for Brochure or 'phone 4071/2

Lazy Days of Leave

RELAXING. Seeing scenery afoot, afloat or awheel. Whether you are stirred by the majesty of the sea, or enchanted by the beauty of the Cornish countryside, you cannot do better than look at the glory that is Falmouth Bay from the wide windows of the

OWN PRIVATE PIER
CRAFT OF ALL KINDS
FISHING. SAILING
WALKING. GOLF

GREEN BANK HOTEL FALMOUTH

Write to D. BAKER for details, or 'phone Falmouth 440–1

THE **HYDRO HOTEL** FALMOUTH

ALL CHANGE is a tonic, and one which the worries of war-time demand. From an hotel replete with modern comforts, enjoy the beauties of the Cornish coast.

Terms from 4 to 6 gns.

Write or telephone Resident Proprietor, A. H. ROW.
Telephone: Falmouth 180

The best respite from National Service—
a **TRUST HOUSE** *Holiday*

To make the most of your brief spell "off-duty," take a Trust House holiday this year. Trust Houses control over 200 hotels and inns and that means you're sure of a good holiday in one or another. But not even Trust Houses can guarantee you accommodation if you leave it too late. Get the new Trust House handbook now.

Write now to TRUST HOUSES LTD., (Q Dept.), SHORT'S GDNS., W.C.2
Just say "Holiday Handbook" please

AND HERE IS PEACE . . .

A sheltered park of 60 acres. A sun-trap 400 feet up. An hospitable and first-class hotel for Spring and Summer. London under an hour by train. Sporting golf course in the grounds.

THE SPA HOTEL ROYAL TUNBRIDGE WELLS

Write for tariff-booklet entitled "And here is peace." Telephone: Tunbridge Wells 1911

FOR the dignity of the past, plus the improvements of the present.

The King's Hotel, Brighton

Specially reduced quotation for long term residence.

ELFORDLEIGH HOTEL PLYMPTON

In a lovely park-like setting on the edge of Dartmoor—6 miles from the sea. Private Golf Course. Fully licensed. Trains met at Plymouth by appointment.
Telephone after seven—Plympton 221411

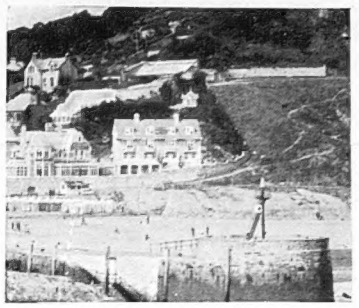
THE OAKELEY ARMS
TAN-Y-BWLCH
BLAENAU FFESTINIOG
NORTH WALES

D'you want to walk? Fish? Bathe? Play golf? Do all four in turn among the glories of the Welsh mountains, and your worries will be gone with the wind.
Telephone: Penrhyndeudraeth 215

Terms from **4 Gns.**

BOSCARN HOTEL

Telephone Looe 23



LOOE . . CORNWALL

French windows thrown open . . . sun pouring in, blue skies and sea. Colourful days of perfection await you in June or July especially, at

BOSCARN HOTEL, LOOE, CORNWALL

A small luxury hotel, famous for its cuisine, and under the same personal direction as the Dorset Square Hotel, Baker Street, London, W.1, Tel. Pad. 4452, whose fame for fresh Cornish produce and peacefulness away from the world of traffic has spread over two hemispheres. WRITE FOR BOOKLET

VICTORIA HOTEL A.A. R.A.C. FULLY LICENSED.

Equipped with every up-to-date convenience. Spacious Public Rooms, self-contained suites, also many Bedrooms with Private Bathroom and Toilet. Vita Glass Sun Lounge. Cocktail Bar.

FACING DUE SOUTH AND THE SEA

THE VICTORIA IS CATERING FOR PRESENT-DAY NEEDS—the amenities and Mild Climate of SIDMOUTH are well known. Bathing direct from Hotel.

FOR BOOKINGS and FULL INFORMATION, WRITE RESIDENT MANAGER.
Telegrams: VICTORIA, SIDMOUTH. Telephone: SIDMOUTH 811 (2 lines).

SIDMOUTH, S. DEVON

LINCOMBE HALL
HOTEL :: :: TORQUAY

Our lovely gardens are typical of Glorious Devon and here—in safety—modern comforts are obtained, with beautiful surroundings. We are proud of our cuisine. Our beds are the last word for luxurious repose and many rooms have a private bathroom.

Write for brochure which describes many other amenities.

Inclusive Terms :: from 4½ guineas.

SELSDON PARK HOTEL

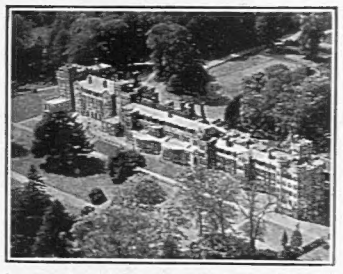
SANDERSTEAD - - - SURREY
'Phone: Sanderstead 2001

Unique for War time residence or rest

Over 500 ft. up on the Surrey Hills, yet only half an hour from the heart of London.

FREE GOLF ON PRIVATE 18-HOLE COURSE (6,430 yards)

Illustrated brochure free on request.



Full en pension with free service to station, magnificent solarium, swimming, tennis, dancing, billiards, squash rackets, electric gymnasium, all free. Riding. REMOTE FROM OTHER BUILDINGS, IN OWN PARK OF 230 ACRES, IN A NEUTRAL AREA. Adequate subterranean gas-proof air raid shelter, protected by four reinforced concrete floors. Hot and cold water, telephone and radiator in every room. Over 150 rooms, the majority with private bathroom, Moderate inclusive terms.

Terms Reduced 20% to 25% from pre-war. No avoidable alteration in standard.

A DE LUXE HOTEL AT MODERATE INCLUSIVE TERMS.

LEAVE, CONVALESCENCE or YOUR SUMMER HOLIDAY

—Here at—
HUNTLY **Bishopsteignton**
Nr. Teignmouth, S. Devon

we offer you peace of mind, restful scenery, and a sense of homeliness individual to Huntly—an unusual hotel.

SCOTLAND

NORTH BERWICK
THE MARINE HOTEL
RENOWNED AT HOME AND ABROAD

Splendidly situated, overlooking sea and golf course. 23 miles from Edinburgh. Every facility for outdoor and indoor enjoyment awaits the visitor.

Hot and cold water in all bedrooms. Many private suites. Garage in grounds. Terms on application: Manager: W. A. THIEM. Telephone 366.

THE CREAGDHU HOTEL
—ONICH—
INVERNESS-SHIRE
On the shores of Loch Linnhe.

NO PERMITS REQUIRED.
Clear of the protected area.
EASILY REACHED BY RAIL OR ROAD.

"ATHOLL PALACE HOTEL, PITLOCHRY"

ATHOLL PALACE HOTEL
THE HOTEL ROMANTIC OF THE HIGHLANDS

Whether you play or relax there's interest and beauty everywhere around you, with Highland hospitality. Nearly 50 acres of private pleasure grounds; Golf, Tennis, Swimming, Dancing. Entertainments for every day of your stay.

SAFE AREA; NO PERMITS REQUIRED
PITLOCHRY, PERTHSHIRE, SCOTLAND

Good work—good whisky

JOHNNIE WALKER

Born 1820—still going strong

PRINTED IN ENGLAND by EYRE & SPOTTISWOODE LIMITED, *His Majesty's Printers*, at East Harding Street, London, E.C.4, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., 32-34, St. Bride Street, London, E.C.4.—*June* 22, 1940. Entered as Second-class Matter at the New York (N.Y.) Post Office, 1905.